



SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

2008

RTP
REGIONAL TRANSPORTATION PLAN

Making the Connections

***Transportation
Conformity Report***

DRAFT

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TRANSPORTATION CONFORMITY ANALYSIS

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Executive Summary

The federal Clean Air Act (CAA) establishes air quality standards and planning requirements for various air pollutants. To comply with the CAA in achieving the National Ambient Air Quality Standards (NAAQS), the California Air Resources Board (ARB) develops State Implementation Plans (SIPs) for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the Metropolitan Planning Organizations). Local Air Quality Management Plans (AQMPs) are prepared in response to federal and state requirements.

Transportation conformity is required under the CAA to ensure that federally supported highway and transit project activities “conform to” the purpose of the SIP. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 (“maintenance areas”) for the following transportation-related criteria pollutants: ozone, particulate matter (PM_{2.5} and PM₁₀), carbon monoxide (CO), and nitrogen dioxide (NO₂).

Under the U.S. Department of Transportation (DOT) Metropolitan Planning Regulations and U.S. Environmental Protection Agency’s (EPA) Transportation Conformity Rule requirements, SCAG’s 2008 Regional Transportation Plan (RTP) needs to pass four tests upon adoption by the SCAG Regional Council:

- Regional Emission Analysis
- Timely Implementation of Transportation Control Measures (TCMs) Analysis
- Financial Constraint Analysis
- Interagency Consultation and Public Involvement Analysis

It should be noted that, due to recent litigation relative to U.S EPA’s Eight-hour Ozone Phase 2 Rule, EPA has instructed ARB to revise the established method

of demonstrating Reasonable Further Progress (RFP) in ozone non-attainment areas that utilize reductions from other areas to demonstrate attainment (e.g., upwind areas). In the SCAG region, such areas include the Ventura County portion of the South Central Coast Air Basin (SCCAB), the Western Mojave Desert Air Basin (MDAB) (Antelope Valley and a portion of San Bernardino County), and the Coachella Valley portion of the Salton Sea Air Basin (SSAB). Therefore, at this time, there are no AQMPs or SIPs and, thus, no 8-hour ozone transportation emission budgets for these areas. SCAG has worked closely with the ARB and EPA to resolve this issue. As agreed upon by ARB and EPA, ARB will adopt early progress plans (i.e., emissions inventories and transportation emission budgets) for areas that need upwind reductions to show RFP. The early progress plans will be the vehicle to establish transportation emission budgets while EPA decides how to respond to the RFP issue raised by the litigation.

The draft conformity analysis demonstrates a positive finding for the Draft 2008 Regional Transportation Plan (RTP). The formal conformity finding will be based upon the adopted RTP.

Preface

The federally required conformity analyses and findings for the 2008 RTP are set forth in the following sections. The conformity sections cover all federally required analyses for the conformity determination of the 2008 RTP. These analyses also update the 2006 Regional Transportation Improvement Program (RTIP). All transportation and air quality conformity analyses in this document are in compliance with applicable federal and state law, including conformity and transportation planning regulations. This report contains three sections that specifically address the conformity analyses required for federal approval.

- Section I summarizes the conformity requirements and findings.
- Section II provides modeling methodologies and assumptions and results of the regional emissions analyses for the 2008 RTP.

- Section III highlights the conformity findings of the Timely Implementation of Transportation Control Measures (TCMs) and describes the implementation status of all applicable TCMs in the SCAG Region.

Section I: Conformity Requirements and Findings

STATE AND FEDERAL REQUIREMENTS

SCAG, the Metropolitan Planning Organization (MPO) for Southern California, is mandated to comply with federal and state transportation and air quality regulations.

Federal transportation regulations authorize federal funding for highway, highway safety, transit, and other surface transportation programs. The federal CAA establishes air quality standards and planning requirements for various air pollutants.

REGIONAL TRANSPORTATION PLAN (RTP) AND REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Federal transportation law requires that SCAG develop an RTP for a 20-year minimum period. SCAG must also develop a RTIP to implement the RTP. The RTIP must be consistent with the RTP (e.g., projects, scope, implementation schedules, etc.).

FEDERAL NON-ATTAINMENT AND MAINTENANCE AREAS

The U.S. EPA may make a federal “non-attainment area” designation to any area that has not met CAA health standards for one or more pollutants. A non-attainment area designation may require additional air-quality controls for transportation plans, programs, and projects.

The ARB recommends the federal non-attainment area boundaries to U.S. EPA for final designations. Subsequently, the EPA finalizes and defines the boundaries of the federally designated non-attainment areas for each criteria pollutant.

STATE IMPLEMENTATION PLANS

To comply with the CAA in achieving the NAAQS, the ARB develops SIPs for federal non-attainment and maintenance areas. In California, SIP development is a joint effort of the local air agencies and ARB working with federal, state, and local agencies (including the MPOs). Local AQMPs are prepared in response to federal and state requirements.

In California, all SIPs have to go through three steps: air district action, ARB action, and finally EPA action. Each air district submits its respective AQMPs/SIPs to ARB. ARB is the official State agency that submits the SIPs to EPA for all federal non-attainment and maintenance areas in California.

The SIP includes two important components relative to transportation and air quality conformity requirements – emissions budgets and TCMs. Emissions budgets set an upper limit which transportation activities (motor vehicles also known as on-road mobile sources) are permitted to emit. TCMs are strategies to reduce emissions from on-road mobile sources. The 2008 RTP must conform to the applicable SIPs [i.e., emissions budgets and TCMs] in the SCAG region.

FEDERAL TRANSPORTATION CONFORMITY RULE

Transportation conformity is required under CAA section 176(c) to ensure that federally supported highway and transit project activities “conform to” the purpose of the SIP. Conformity currently applies to areas that are designated non-attainment, and those re-designated to attainment after 1990 (“maintenance areas”) with plans developed under CAA section 175A) for the following transportation-related criteria pollutants: ozone, particulate matter

(PM_{2.5} and PM₁₀), CO, and NO₂. Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS. The transportation conformity regulation is found in 40 CFR part 93 and provisions related to conformity SIPs are found in 40 CFR 51.390.

CLEAN AIR ACT DESIGNATIONS IN THE SCAG REGION

Transportation activities, particularly motor vehicles (on-road mobile sources), are major causes of air pollution. Four criteria pollutants are subject to air quality conformity for the RTP and RTIP:

- CO is a product of automobile exhaust. CO reduces the flow of oxygen in the bloodstream and is particularly dangerous to persons with heart disease.
- Ozone is formed by the reaction between volatile organic compounds (VOC) and oxides of nitrogen (NO_x) in the presence of sunlight. Ozone negatively impacts the respiratory system.
- NO₂ is created under the high pressure and temperature conditions in internal combustion engines. It impacts the respiratory system and degrades visibility due to its brownish color.
- PM₁₀ and PM_{2.5} are extremely small particles and liquid droplets associated with dust, soot and combustion products. Particulate pollution has been linked to significant health problems, including aggravated asthma, increases in adverse respiratory systems, chronic bronchitis, decreased lung function, and premature death.

AIR BASINS AND AIR DISTRICTS IN THE SCAG REGION

Federal non-attainment areas are usually described by their air basin geographies. SCAG is a six-county region that contains four air basins (administered by five air districts):

- The South Coast Air Basin (SCAB) covers the urbanized portions of the Los Angeles, Riverside, and San Bernardino counties as well as the entire County of Orange and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
- The Ventura County portion of the South Central Coast Air Basin (SC-CAB) covers Ventura County and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD).
- The Mojave Desert Air Basin (MDAB) covers the desert portions of Los Angeles, Riverside, and San Bernardino counties. A small portion of this air basin is in Kern County and outside of the SCAG region. The SCAG portion of this air basin is under the jurisdiction of three air districts:
 - The Mojave Desert Air Quality Management District (MDAQMD) administers portions of the MDAB situated in San Bernardino County and eastern Riverside County. The Riverside County portion is known as the Palo Verde Valley Area.
 - The SCAQMD administers the portion of MDAB in Riverside County situated between the Salton Sea Air Basin (SSAB) and the Palo Verde Valley Area.
 - The Antelope Valley Air Quality Management District (AVAQMD) administers the Los Angeles County portion of the MDAB.
- The SSAB covers all of Imperial County and the eastern desert portion of Riverside County (excluding the MDAB portion). This air basin is under jurisdiction of two air districts:
 - The Imperial County Air Pollution Control District (ICAPCD) administers the Imperial County portion of the SSAB.
 - The SCAQMD administers the Riverside County portion of the SSAB situated between the SCAB and the MDAB.

NON-ATTAINMENT / MAINTENANCE AREAS IN THE SCAG REGION

The boundaries of the Federal non-attainment/maintenance areas in the SCAG region are as follows:

- Ventura County Portion of SCCAB – Non-attainment area for 8-hour ozone
- SCAB – Non-attainment or maintenance area for: NO₂; CO; PM₁₀; PM_{2.5}; and 8-hour ozone
- Western MDAB (Antelope Valley and Victor Valley) – Non-attainment area for 8-hour ozone
- San Bernardino County Portion of MDAB:
 - Searles Valley – Non-attainment for PM₁₀
 - San Bernardino County (excluding the Searles Valley area) – Non-attainment area for PM₁₀
- Riverside County Portion of SSAB (Coachella Valley) – Non-attainment area for the following pollutants: PM₁₀; 8-hour ozone
- Imperial County Portion of SSAB – Non-attainment for 8-hour ozone and PM₁₀.

The boundaries of the air basins, air districts, and non-attainment and maintenance areas are illustrated in Exhibits 1 through 7 at the end of the report.

APPLICABLE EMISSIONS BUDGETS IN THE SCAG REGION

For the 2008 RTP conformity determination, the applicable emissions budgets and TCMs are established in the SIPs as described below.

- Ventura County Portion of SCCAB
 - 2008 8-Hour Ozone Early Progress Plan (proposed)
- SCAB
 - 2007 8-Hour Ozone SIP

- 2007 PM_{2.5} SIP
- 2007 CO SIP (Maintenance Plan)
- 2007 NO₂ SIP (Maintenance Plan)
- 2003 PM₁₀ SIP
- Riverside County Portion of SSAB (Coachella Valley)
 - 2008 8-Hour Ozone Early Progress Plan (proposed)
- 2003 PM₁₀ SIP
- Western MDAB (Antelope Valley and Victor Valley)
 - 2007 8-Hour Ozone Early Progress Plan (proposed)

SIP STATUS IN OTHER AREAS OF THE SCAG REGION

In absence of the applicable emissions budgets for conformity, SCAG has to conduct interim emissions tests for regional emissions analysis of the 2008 RTP. At the present time, there is no federally approved SIP for the following area.

- San Bernardino County Portion of MDAB (PM₁₀)
- Searles Valley Portion of MDAB (PM₁₀)
- Imperial County Portion of SSAB (PM₁₀)
- Imperial County Portion of SSAB (Ozone)¹

APPLICABLE TCMs

The SIP documents for the applicable TCMs in the SCAG region are listed below:

¹ U.S. EPA is proposing to reclassify the Imperial ozone non-attainment area from “marginal” to “moderate” and, if the proposed rule is adopted, a SIP will be due to U.S. EPA by December 2008. It is anticipated that ARB will prepare an Early Progress Plan for Imperial prior to the SIP deadline such that an emission budget will be established and the interim emissions test will no longer be applicable. The formal conformity finding will meet whichever test is applicable.

- SCAB – The TCM01 established in the 1994 Ozone SIP function as the applicable TCM categories for the conformity finding (timely implementation of TCM analysis).

The TCM categories in the 2007 AQMP/SIP as well as the 2003 Ozone AQMP/SIP and the 1997 (as amended in 1999) Ozone AQMP / SIP are consistent with the TCM01 categories listed in the 1994 Ozone AQMP/ SIP.

- The Ventura County portion of SCCAB – The TCM strategies incorporated in the 1994 (as amended in 1995) Ozone AQMP/SIP function as the applicable TCMs for conformity finding.

The TCM categories in the 2007 AQMP/SIP are consistent with the TCM categories listed in the 1994 Ozone AQMP/SIP. Note, the 2004 Ozone AQMP/SIP was prepared to address new motor vehicle emissions budgets. No changes were made to the TCM strategies listed in the 1994 (as amended in 1995) Ozone AQMP/SIP.

It should be noted that while the 1-hour ozone standard has been revoked and replaced with an 8-hour ozone standard, the TCMs in the 1-hour ozone SIPs remain applicable.

There are no applicable TCMs in any other federal non-attainment or maintenance areas in the SCAG region. For more information on TCMs and timely implementation of the TCMs, see Section III of this document.

CONFORMITY STATUS OF CURRENT RTP AND RTIP

On June 7, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- SCAB (ozone, CO, NO₂, and PM₁₀)
- San Bernardino County portion of MDAB (PM₁₀)
- Coachella Valley portion of the SSAB (PM₁₀)
- Imperial County portion of the SSAB (ozone and PM₁₀)

On June 16, 2004, the federal conformity determination for the 2004 RTP was issued for the following non-attainment and maintenance areas:

- Ventura County portion of the SCCAB (ozone)
- Southeast Desert Modified Area (ozone)

However, the effective date for the conformity determination for the entire SCAG 2004 RTP, including all of the air basins, was June 7, 2004.

The federal 8-hour ozone conformity determination for the 2004 RTP and 2004 RTIP was issued by the federal agencies on May 12, 2005.

The federal PM_{2.5} conformity determination for the 2004 RTP and 2004 RTIP was issued by the federal agencies on March 30, 2006.

On October 2, 2006, the federal agencies approved funding and determined conformity of the 2006 RTIP and 2004 RTP as amended by SCAG on February 2, 2006 and July 27, 2006.

CONFORMITY ANALYSIS AND FINDINGS FOR THE 2008 RTP

Under the U.S. DOT Metropolitan Planning Regulations and EPA's Transportation Conformity Rule requirements, SCAG's 2008 RTP needs to pass four tests.

- Regional Emissions Analysis
(40 CFR, Sections 93.109, 93.110, 93.118, and 93.119)
- Timely Implementation of Transportation Control Measures Analysis
(40 CFR, Section 93.113)
- Financial Constraint Analysis
(40 CFR, Section 93.108 and 23 CFR, Section 450.324)
- Interagency Consultation and Public Involvement Analysis
(40 CFR, Sections 93.105 and 93.112 and 23 CFR, Section 450.324)

REGIONAL EMISSIONS ANALYSES

EPA's Transportation Conformity Rule requires that the 2008 RTP regional emissions be consistent with the motor vehicle emissions budgets in the applicable SIPs (Section 93.118). Consistency with emissions budgets must be demonstrated for each year that the applicable emissions budgets are established, for the transportation planning horizon year, and for any milestone years as necessary so that the years for which consistency is demonstrated are no more than ten years apart. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year.

Section 93.122(d)(2) of the EPA Transportation Conformity Rule requires that in PM₁₀ non-attainment and maintenance areas for which the SIPs identify construction-related fugitive dust as a contributor to the area problem, the regional emissions analysis should include construction-related fugitive PM₁₀. Of the SCAG PM₁₀ non-attainment areas, only the SCAB and the Coachella Valley portion of SSAB have PM₁₀ SIPs. The 2003 PM₁₀ SIPs/AQMPs emissions budgets for these two areas include construction emissions, and the 2008 RTP PM₁₀ regional emissions analysis includes construction emissions as appropriate.

Details of the modeling methodologies and regional emissions analyses are included in Section II – Regional Emissions Analysis, of this document. The analyses show that the Draft 2008 RTP meets all applicable regional emissions analysis tests.

DRAFT CONFORMITY DETERMINATIONS

SCAG has made the following draft conformity findings for the Draft 2008 RTP under the required federal tests.

Regional Emissions Tests

Finding: The regional emissions analyses for the Draft 2008 RTP updates the regional emissions analyses for the 2006 RTIP.

Finding: The Draft 2008 RTP regional emissions analysis for PM_{2.5} and its precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The Draft 2008 RTP regional emissions for the ozone precursors are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years for the SCAB, SCCAB (Ventura County), MDAB (Antelope Valley and Victor Valley areas), and SSAB (Coachella Valley).

Finding: The Draft 2008 RTP regional emissions for NO₂ are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in the SCAB.

Finding: The Draft 2008 RTP regional emissions for CO are consistent with all applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB.

Finding: The Draft 2008 RTP regional emissions for PM₁₀ and its precursors are consistent with the applicable emissions budgets for all milestone, attainment, and planning horizon years in SCAB and the SSAB (Coachella Valley).

Finding: The Draft 2008 RTP regional emissions (build scenarios) for PM₁₀ are less than the no-build emissions for all milestone, attainment and planning horizon years for the MDAB (San Bernardino County portion) and for the SSAB (Imperial County portion).

Finding: The Draft 2008 RTP regional emissions (build scenario) for the ozone precursors are less than or equal to the no-build emissions for the SSAB (Imperial County portion).

Timely Implementation of TCM Test

Finding: The TCM1 project categories listed in the 1994/1997/2003/2007 Ozone SIPs for the SCAB area were given funding priority and are on schedule for implementation.

Finding: The TCM strategies listed in the 1994 (as amended in 1995) and 2007 Ozone SIPs for the SCCAB (Ventura County) were given funding priority and are on schedule for implementation.

Financial Constraint Test

Finding: The Draft 2008 RTP is fiscally constrained.

Inter-agency Consultation and Public Involvement Test

Finding: The Draft 2008 RTP complies with all federal and state requirements for interagency consultation and public involvement. SCAG's Transportation Conformity Working Group has served as a forum for interagency consultation and, additionally, there were many ad-hoc meetings held between the stakeholder agencies for this purpose. SCAG's RTP public outreach effort is documented in a separate Public Participation Report. Continued interagency consultation and public involvement will occur throughout the public review process.

Section II: Conformity Regional Emissions Analysis

BACKGROUND

SCAG is the primary agency responsible for the development and maintenance of travel demand forecasting models for the SCAG Region. SCAG has been developing and improving these travel demand forecasting models since 1967. The current Regional Transportation Modeling System has been calibrated and validated using the Year 2000 Post-Census Regional Travel Survey and the Year 2000 Census data. The validated model is described in the "2003

Model Validation & Summary – Regional Transportation Model", published in May 2007.

The current SCAG Regional Transportation Model follows the traditional four-step modeling structure: trip generation, trip distribution, mode choice, and network assignment. SCAG's Model utilizes the TransCAD transportation modeling software and executes on several personal computers that are located at SCAG. The on-road motor emissions for the 2008 RTP were estimated using the EMFAC2007 emission model developed by the ARB.

SCAG affirms that the Regional Transportation Demand Model meets all the requirements of the Transportation Conformity Rule, specifically 40 CFR 93.122 (b). SCAG's Modeling Task Force, consisting of modeling technical peers from the various county and state agencies and private firms, meets every other month at SCAG to discuss regionally significant modeling projects and modeling issues. These meetings are recorded on tape and stored at SCAG.

As required under EPA's Transportation Conformity Rule, emissions analyses were performed for the following years: 2008, 2009, 2010, 2012, 2014, 2015, 2017, 2023, 2030, 2035

Under the Transportation Conformity Rule, there are two types of regional emission tests for conformity findings: with SIP emission budgets (cited in section 93.118) and without SIP emission budgets (cited in section 93.119). The regional emission tests without a SIP emission budget are called interim emission tests. For the interim emissions tests, the build scenario's emissions must be less than or equal to the no-build scenario's emissions and/or the build scenario's emissions must be less than or equal to the base year. Listed below is a description of the various network scenarios.

- 2008 RTP – Base Year: The base year for 8-hour ozone and PM_{2.5} is 2002; for all other pollutants the base year is 1990.
- 2008 RTP – No Build: The "No Build" scenario includes all existing regionally significant highway and transit projects, all ongoing TDM or

TSM activities, and all projects which are undergoing right-of-way acquisition, are currently under construction, have completed the NEPA process, or are in the first year of previously conforming RTP (2006).

- 2008 RTP – Build: The “Build” scenario is generally defined as all RTP projects, including the 2006 RTP – No Build, and the future transportation system that will result from full implementation of the 2006 RTP and the 2008 RTP.

For more specific individual project information as part of the RTP modeling and regional emissions analysis, refer to the Draft 2008 RTP Modeled Projects list available at www.scag.ca.gov/rtp2008/.

REGIONAL TRAVEL DEMAND MODEL OVERVIEW

SCAG’s Regional Travel Demand Model follows a standard four step modeling approach. SCAG’s modeling methodologies, parameters, and inputs are continually being updated to reflect current travel conditions and demographic changes. The Model is subject to periodic peer reviews to insure that the model is valid and represents the current state of the practice for transportation modeling. The Model was validated for the Year 2003, which is the base year for the 2008 RTP. Some of the key modeling features are listed below:

Modeling Area – The SCAG’s Regional Transportation Modeling area covers the entire SCAG region, including Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. For transportation analysis purposes, this modeling area is divided into 4109 Transportation Analysis Zones (TAZ’s) with an additional 40 external cordon stations, 12 airport nodes, and 31 port nodes for the Port of Los Angeles and Port of Long Beach.

Highway networks were initially developed from the Thomas Brothers GIS database and then updated with street inventory survey data. The networks include freeways for each direction coded as one-way links, freeway access/egress ramps, and freeway to freeway connectors (mixed flow and HOV where applicable). In addition, all highways/roads above the minor collector level are represented in the highway network.

Transit networks were developed from the highway networks and therefore are consistent with the highway networks. For modeling purposes, transit services in SCAG region are grouped into 13 transit modes to represent different transit operators and transit operating characteristics.

Trip Generation Models were applied to nine different trip purposes (14 trip types): home-based work, home-based school, home-based college and university, home-based shopping, home-based social-recreational, home-based serving passenger, home-based other, work-based other, and non-home-based other trips. Home-based work trips were further split into six categories: direct low income, direct medium income, direct high income, strategic low income, strategic medium income, and strategic high income trips. “Direct” home-work trips are trips that go directly between home and work while “Strategic” home-work trips are trips that include at least one intermediate stop between home and work.

Trip Distribution Models: The Regional Model uses a gravity model approach to distribute trips. SCAG’s trip distribution models are applied to the productions and attractions from trip generation models for each of the 14 trip types. The productions and attractions are split into two time periods (peak and off-peak) using the trips-in-motion factors. The distribution models are run for each trip type by each time period. This distribution process creates a total of 28 zone-to-zone person trip matrices, one for each trip type in the “peak” and “off peak” time periods.

Mode Choice Models consist of eight separate mode choice models for the trips of home-based work direct, home-based work strategic, home-based school, home-based shopping, home-based college and university, home-based other, work-based other, and other to other. These mode choice models are nested logit models with auto trips further split into drive alone, 2-person carpool, shared-ride of 3 or more people. Transit trips are further split into local bus, express bus, urban rail, and commuter rail, by access mode. Each model is applied for both the peak and off-peak periods. The travel modes outputs from the models also include school bus and non-motorized (walking or bicycling).

Heavy Duty Truck (HDT) Models consist of two major components: internal truck trip models and external truck trip models. The internal truck trips are generated using a cross-classification method by applying truck trip rates for a two-digit code by the North American Industry Classification System (NAICS) to the number of employees in that category and also the number of households within each zone. The daily truck trip ends are distributed using a gravity model to create daily truck trips for each of the three truck types: 1) light HDT, 2) medium HDT, and 3) heavy HDT. The external truck trips are developed using an econometric model to estimate inbound and outbound commodity flows by counties. The county to county commodity data is allocated to the zonal level based on NAICS employee distribution and then converted to trucks trips using observed data collected during model development. Seaport and airport related truck trips were included as special generator truck trips. The daily truck trips by truck types are allocated to four time periods and merged with the auto trips in trip assignment.

Airport Passenger Trip Tables were obtained from the RADAM Model, developed and maintained by consultants. RADAM estimated airport passenger trips at the RADAM zone level (about 100 zones) for two trip purposes: 1) business, and 2) non-business. These trips were then disaggregated to a Traffic Analysis Zone (TAZ) system of about 4109 zones based on NAICS employment data for business trips and household data for non-business trips. The daily passenger vehicle trips were split into four time periods by three modes of travel: drive alone, 2-person carpool, and 3-or-more person carpools. The airport vehicle trips were merged with the other auto vehicle trips prior to network assignment.

Airport Air Cargo Trip Tables were also developed from the RADAM Model. The RADAM Model generated air cargo truck trips at the RADAM zones. These trips were then disaggregated to the TAZ based on NAICS employment data. The daily air cargo trips were split into four time periods by three truck types: light HDT, medium HDT, and heavy HDT. The air cargo trips were merged with the HDT truck trips prior to network assignment.

Time of Day Factors for allocating the daily auto trips to the four time periods (AM peak 6:00-9:00 am, midday 9:00 am-3:00pm, PM peak 3:00-7:00 pm, night 7:00pm-6:00 am) were developed using the Travel Survey data.

Network Assignments consist of series of multi-class simultaneous equilibrium assignments for six classes of vehicles (drive alone, 2-person carpool, 3+ person carpool, light HDT, medium HDT, and heavy HDT) and for each of the four time periods. During this assignment process, trucks are converted to PCE for each link based on 1) percentage of trucks, 2) percentage of grade, 3) length of the link, and 4) level of congestion (v/c ratios). Transit vehicles are also included in the highway assignment.

Convergence Process: a standard 5-loop model run was conducted for each model year and modeling scenario. The following provides a detailed description of the process:

- The trip generation, trip distribution, and the mode choice models were run using the initial speeds or the “observed speeds” coded on the input highway networks to develop the initial AM peak period and mid-day period trip tables.
- This set of initial trip tables for each time period and for each vehicle class was assigned to the corresponding highway networks. This process produced the first pass (loop) highway assignments and yielded model-estimated congested speeds for the highway networks.
- The congested speeds were then fed back into the trip generation, trip distribution, and mode choice models to produce a second set of congested speeds for the AM and mid-day highway networks. An averaging process was utilized to smooth the volume variation between the first pass (loop) of the trip assignment and the second pass of the trip assignment step. A new set of congested speeds was then created and fed back into trip generation, trip distribution, and mode choice models to produce a new set of trip tables for the third pass of trip assignment. This process was repeated one more time to produce a set of reasonably converged AM peak and mid-day networks (the 4th loop).

TABLE 1 SUMMARY OF POPULATION DATA – BASELINE SCENARIO

County	Air Basin	2003	2010	2020	2030	2035
IMPERIAL		154,567	202,273	276,026	312,308	320,450
LOS ANGELES		10,034,505	10,615,563	11,328,897	12,014,906	12,337,644
	SCAB	9,711,521	10,177,148	10,730,784	11,263,916	11,514,359
	MDAB	318,821	433,332	591,911	743,831	815,679
	CATALINA	4,163	5,083	6,202	7,159	7,606
ORANGE		2,999,290	3,314,944	3,533,927	3,629,539	3,653,984
RIVERSIDE		1,747,888	2,242,739	2,808,997	3,343,786	3,596,680
	SCAB	1,351,669	1,734,287	2,095,173	2,412,664	2,549,146
	MDAB	34,960	38,678	46,944	54,328	58,411
	SSAB	361,259	469,774	666,880	876,794	989,123
SAN BERNARDINO		1,864,250	2,182,051	2,582,777	2,957,744	3,133,791
	SCAB	1,446,486	1,610,688	1,817,713	2,011,429	2,102,377
	MDAB	417,764	571,363	765,064	946,315	1,031,414
VENTURA		797,002	860,603	937,375	996,096	1,013,760
SCAG REGION		17,597,502	19,418,173	21,467,999	23,254,379	24,056,309
	SCCAB	797,002	860,603	937,375	996,096	1,013,760
	MDAB	771,545	1,043,373	1,403,919	1,744,474	1,905,504
	SCAB	15,508,966	16,837,067	18,177,597	19,317,548	19,819,866
	SSAB	515,826	672,047	942,906	1,189,102	1,309,573
TOTAL		17,593,339	19,413,090	21,461,797	23,247,220	24,048,703

Source: SCAG, Draft 2008 RTP Baseline Growth Forecast, October 2007

TABLE 2 SUMMARY OF POPULATION DATA – PLAN SCENARIO

County	Air Basin	2008	2010	2014	2020	2023	2030	2035
IMPERIAL		187,012	202,273	240,768	264,368	275,048	298,696	314,102
LOS ANGELES		10,451,739	10,615,563	10,896,333	11,440,968	11,687,275	12,232,799	12,588,249
	SCAB	10,051,720	10,177,148	10,394,066	10,919,729	11,151,405	11,665,333	11,996,521
	MDAB	395,132	433,332	496,644	515,440	529,968	561,334	585,425
	CATALINA	4,887	5,083	5,623	5,799	5,902	6,132	6,303
ORANGE		3,212,933	3,314,944	3,424,392	3,512,867	3,552,868	3,641,479	3,699,201
RIVERSIDE		2,118,169	2,242,739	2,456,021	2,783,074	2,930,988	3,258,579	3,472,017
	SCAB	1,641,512	1,734,287	1,881,069	2,105,243	2,210,156	2,440,999	2,588,550
	MDAB	37,623	38,678	41,169	36,973	37,893	40,021	41,620
	SSAB	439,034	469,774	533,783	640,858	682,939	777,559	841,847
SAN BERNARDINO		2,097,754	2,182,051	2,323,390	2,527,475	2,619,756	2,824,173	2,957,368
	SCAB	1,567,136	1,610,688	1,683,755	1,850,539	1,921,429	2,077,301	2,177,945
	MDAB	530,618	571,363	639,635	676,936	698,327	746,872	779,423
VENTURA		841,991	860,603	898,327	939,189	957,662	998,589	1,025,255
SCAG REGION		18,909,598	19,418,173	20,239,231	21,467,941	22,023,597	23,254,315	24,056,192
	SCCAB	841,991	860,603	898,327	939,189	957,662	998,589	1,025,255
	MDAB	963,373	1,043,373	1,177,448	1,229,349	1,266,188	1,348,227	1,406,468
	SCAB	16,473,301	16,837,067	17,383,282	18,388,378	18,835,858	19,825,112	20,462,217
	SSAB	626,046	672,047	774,551	905,226	957,987	1,076,255	1,155,949
TOTAL		18,904,711	19,413,090	20,233,608	21,462,142	22,017,695	23,248,183	24,049,889

Source: SCAG, 2008 RTP Draft Policy Growth Forecast, October 2007

TABLE 3 SUMMARY OF EMPLOYMENT DATA – BASELINE SCENARIO

County	Air Basin	2003	2010	2020	2030	2035
IMPERIAL		55,739	73,212	106,084	125,936	132,547
LOS ANGELES		4,353,493	4,552,377	4,754,739	4,946,391	5,041,179
	SCAB	4,267,574	4,449,270	4,630,090	4,801,270	4,885,945
	MDAB	83,220	100,239	121,651	142,001	152,053
	CATALINA	2,699	2,868	2,998	3,120	3,181
ORANGE		1,567,395	1,755,166	1,897,357	1,960,630	1,981,902
RIVERSIDE		587,279	784,990	1,042,154	1,295,482	1,413,512
	SCAB	432,576	588,286	797,234	1,005,348	1,097,583
	MDAB	6,823	9,210	11,627	13,914	15,345
	SSAB	147,880	187,494	233,293	276,220	300,584
SAN BERNARDINO		638,946	810,216	965,776	1,134,962	1,254,749
	SCAB	522,186	642,189	751,183	869,731	953,659
	MDAB	116,760	168,027	214,593	265,231	301,090
VENTURA		334,511	373,447	416,937	449,941	463,227
SCAG REGION		7,537,363	8,349,408	9,183,047	9,913,342	10,287,116
	SCCAB	334,511	373,447	416,937	449,941	463,227
	MDAB	206,803	277,476	347,871	421,146	468,488
	SCAB	6,789,731	7,434,911	8,075,864	8,636,979	8,919,089
	SSAB	203,619	260,706	339,377	402,156	433,131
TOTAL		7,534,664	8,346,540	9,180,049	9,910,222	10,283,935

Source: SCAG, 2008 RTP Draft Baseline Growth Forecast, October 2007

TABLE 4 SUMMARY OF EMPLOYMENT DATA - PLAN SCENARIO

County	Air Basin	2008	2010	2014	2020	2023	2030	2035
IMPERIAL		67,130	73,212	90,385	102,647	108,361	121,771	131,557
LOS ANGELES		4,490,260	4,552,377	4,645,693	4,778,367	4,840,228	4,985,374	5,091,306
	SCAB	4,393,753	4,449,270	4,532,682	4,660,354	4,719,881	4,859,553	4,961,494
	MDAB	93,678	100,239	110,083	115,085	117,419	122,893	126,884
	CATALINA	2,829	2,868	2,928	2,928	2,928	2,928	2,928
ORANGE		1,699,482	1,755,166	1,821,267	1,872,022	1,895,676	1,951,202	1,991,722
RIVERSIDE		731,124	784,990	886,095	1,035,065	1,104,525	1,267,504	1,386,457
	SCAB	546,905	588,286	670,410	789,571	845,136	975,503	1,070,651
	MDAB	8,618	9,210	10,202	10,237	10,252	10,290	10,318
	SSAB	175,601	187,494	205,483	235,257	249,137	281,711	305,488
SAN BERNARDINO		767,830	810,216	880,032	981,396	1,028,652	1,139,547	1,220,477
	SCAB	612,490	642,189	691,102	779,219	820,301	916,704	987,060
	MDAB	155,340	168,027	188,930	202,177	208,351	222,843	233,417
VENTURA		362,211	373,447	391,443	413,563	423,874	448,066	465,730
SCAG REGION		8,118,037	8,349,408	8,714,915	9,183,060	9,401,316	9,913,464	10,287,249
	SCCAB	362,211	373,447	391,443	413,563	423,874	448,066	465,730
	MDAB	257,636	277,476	309,215	327,499	336,022	356,026	370,619
	SCAB	7,252,630	7,434,911	7,715,461	8,101,166	8,280,994	8,702,962	9,010,927
	SSAB	242,731	260,706	295,868	337,904	357,498	403,482	437,045
TOTAL		8,115,208	8,346,540	8,711,987	9,180,132	9,398,388	9,910,536	10,284,321

Source: SCAG, 2008 RTP Draft Policy Growth Forecast, October 2007

- The congested speeds were then fed back into the trip generation, trip distribution, and mode choice models to produce trip tables for the last loop trips assignments. The final assignment of trips was performed for all four time periods (AM, mid-day, PM, and night period).

Highway Performance Monitoring System (HPMS) Vehicle Miles Traveled (VMT) Factors: In order to maintain consistency of model results with HPMS VMT estimates, a set of base year HPMS VMT to model VMT ratios (factors) is developed for each subarea of county by air basin, based on the year 2003 model validation results. Separate factors were generated for autos and truck. These same factors are applied to final network assignments of each model run to yield final network flows and congestion.

SCAG's Travel Demand Model used for the regional emissions analysis meets the federal modeling requirements reflected in Section 93.122 (Procedures for determining regional transportation related emissions) of the Transportation Conformity Rule.

2008 RTP MODELING ASSUMPTIONS

The following is a list of the key modeling assumptions that were applied to the various model runs for the 2008 RTP scenarios:

Socio-Economic Data – Tables 1 through 4 show the population and employment summaries by county and air basin for Years 2003, 2008, 2010, 2014, 2020, 2023, 2030, and 2035. For the 2008 RTP, several land use scenarios were tested. The following tables include only the No Build and the Preferred Plan (hereafter referred to as the Plan) scenarios. Note a complete description of the Plan is described in further detail in the 2008 RTP document. The Plan alternative as a whole, including both socio-economic and transportation elements, is described in Chapter III of that document. The comprehensive discussion of the socio-economic data is included in the Integrated Growth Forecast and Regional Land Use Policies appendix.

Networks – A summary of the transportation system attributes for the highway and transit networks for Years 2003 to 2035 are shown in Tables 5, 6 and

7. Lane mile data includes freeway to freeway connectors. Other freeway ramps, freeway Type 3 lanes, and centroid connectors are not included.

Note that values in the tables in this Report may not add exactly due to rounding.

TABLE 5 SUMMARY OF 2008 RTP HIGHWAY NETWORK LANE MILES

Network		Freeway/ Toll	HOV	Arterials	Collectors	Total
SCAB						
2003	Base Year	7,956	755	28,116	6,217	43,044
2008	Plan	8,022	810	28,408	6,306	43,546
2010	Baseline	8,101	846	28,545	6,340	43,832
2010	Plan	8,119	849	28,751	6,426	44,145
2014	Plan	8,215	885	28,980	6,465	44,545
2018	Plan	8,498	958	29,312	6,612	45,380
2020	Baseline	8,306	900	28,602	6,352	44,160
2020	Plan	8,811	1,049	29,743	6,719	46,322
2023	Plan	8,817	1,054	29,749	6,721	46,341
2030	Baseline	8,324	910	28,592	6,352	44,178
2030	Plan	8,945	1,120	30,089	7,063	47,217
2035	Baseline	8,320	910	28,594	6,352	44,176
2035	Plan	8,980	1,127	30,112	7,064	47,283
SSCAB (Ventura)						
2003	Base Year	499	1	1,858	622	2,980
2008	Plan	502	1	1,886	622	3,012
2010	Baseline	527	1	1,886	622	3,036
2010	Plan	527	1	1,897	622	3,047
2014	Plan	529	8	1,905	623	3,065
2018	Plan	529	8	1,914	623	3,074
2020	Baseline	529	1	1,889	623	3,042
2020	Plan	529	8	1,918	623	3,078
2023	Plan	529	8	1,933	623	3,093
2030	Baseline	530	1	1,889	624	3,044
2030	Plan	556	8	1,953	623	3,140
2035	Baseline	530	1	1,889	624	3,044
2035	Plan	556	8	1,952	623	3,139
MDAB						
2003	Base Year	1,757	6	4,488	6,123	12,374

Network		Freeway/ Toll	HOV	Arterials	Collectors	Total
2008	Plan	1,813	12	4,751	6,070	12,646
2010	Baseline	1,815	13	4,776	6,064	12,668
2010	Plan	1,814	12	5,055	5,983	12,864
2014	Plan	1,917	12	5,085	6,024	13,038
2018	Plan	1,918	12	5,234	6,011	13,175
2020	Baseline	1,815	13	4,814	6,064	12,706
2020	Plan	1,922	39	5,658	5,946	13,565
2023	Plan	1,922	39	5,700	5,930	13,591
2030	Baseline	1,815	13	4,808	6,064	12,700
2030	Plan	1,921	39	5,794	5,826	13,580
2035	Baseline	1,815	13	4,808	6,064	12,700
2035	Plan	2,070	49	6,065	5,921	14,105
SSAB (Coachella)						
2003	Base Year	401	0	1,357	751	2,509
2008	Plan	401	0	1,410	758	2,569
2010	Baseline	401	0	1,413	753	2,567
2010	Plan	401	0	1,529	815	2,745
2014	Plan	401	0	1,641	859	2,901
2018	Plan	401	0	1,714	891	3,005
2020	Baseline	401	0	1,413	754	2,567
2020	Plan	401	0	1,741	903	3,045
2023	Plan	401	0	1,764	917	3,081
2030	Baseline	401	0	1,413	754	2,568
2030	Plan	429	0	1,817	987	3,233
2035	Baseline	401	0	1,413	754	2,567
2035	Plan	429	0	1,820	987	3,236
SSAB (Imperial)						
2003	Base Year	373	0	992	2,365	3,730
2008	Plan	373	0	1,078	2,365	3,816
2010	Baseline	373	0	1,105	2,368	3,846

Network		Freeway/ Toll	HOV	Arterials	Collectors	Total
2010	Plan	373	0	1,142	2,362	3,877
2014	Plan	412	0	1,140	2,362	3,914
2018	Plan	412	0	1,145	2,362	3,919
2020	Baseline	373	0	1,121	2,368	3,862
2020	Plan	412	0	1,145	2,363	3,920
2023	Plan	412	0	1,145	2,363	3,920
2030	Baseline	373	0	1,121	2,368	3,862
2030	Plan	412	0	1,148	2,361	3,921
2035	Baseline	373	0	1,119	2,369	3,861
2035	Plan	412	0	1,186	2,353	3,951
Total SCAG Region						
2003	Base Year	10,986	762	36,811	16,078	64,637
2008	Plan	11,111	823	37,534	16,121	65,589
2010	Baseline	11,217	860	37,725	16,147	65,949
2010	Plan	11,234	862	38,374	16,208	66,678
2014	Plan	11,474	905	38,751	16,334	67,463
2018	Plan	11,758	978	39,318	16,499	68,554
2020	Baseline	11,424	914	37,839	16,160	66,337
2020	Plan	12,075	1,096	40,205	16,555	69,930
2023	Plan	12,081	1,101	40,291	16,554	70,027
2030	Baseline	11,443	924	37,823	16,162	66,352
2030	Plan	12,263	1,167	40,801	16,860	71,091
2035	Baseline	11,443	924	37,823	16,162	66,352
2035	Plan	12,447	1,184	41,135	16,949	71,715

TABLE 6 SUMMARY OF 2008 RTP TRANSIT CENTERLINE MILES

Network		Local Bus	Express Bus	Rail	HSRT	Total
2003	Base Year	33,336	7,182	3,249	0	43,767
2008	Plan	37,545	8,288	3,469	0	49,303
2010	Baseline	37,596	8,239	3,218	0	49,053
2010	Plan	37,629	8,446	3,285	0	49,360
2014	Plan	37,595	8,801	3,330	0	49,726
2018	Plan	37,598	9,206	3,472	0	50,276
2020	Baseline	37,596	8,479	3,379	0	49,455
2020	Plan	37,356	9,206	3,544	504	50,106
2023	Plan	37,356	9,206	3,544	504	50,106
2030	Baseline	37,596	8,479	3,379	0	49,455
2030	Plan	37,671	10,154	3,711	504	51,536
2035	Baseline	37,596	8,479	3,379	0	49,455
2035	Plan	37,671	10,149	3,764	504	51,584

TABLE 7 SUMMARY OF 2008 RTP TRANSIT SERVICE MILES

Network		Local Bus	Express Bus	Rail	HSRT	Total
2003	Base Year	528,237	95,172	27,100	0	650,509
2008	Plan	631,529	149,567	33,746	0	814,842
2010	Baseline	632,132	148,971	41,768	0	822,870
2010	Plan	632,331	156,104	42,107	0	830,543
2014	Plan	632,144	171,435	43,896	0	847,475
2018	Plan	632,171	189,240	58,254	0	879,666
2020	Baseline	632,142	162,557	50,619	0	845,317
2020	Plan	629,818	189,244	61,823	56,696	880,886
2023	Plan	629,818	190,521	61,823	56,696	882,162
2030	Baseline	632,142	162,556	50,619	0	845,317
2030	Plan	632,527	200,126	70,865	56,696	903,517
2035	Baseline	632,142	162,556	50,619	0	845,317
2035	Plan	632,527	201,270	72,742	56,696	906,538

TABLE 8 TOTAL HOME-BASED-WORK PERSON TRIP REDUCTIONS

Category	2000	2003	2008	2010	2014	2018	2020	2023	2030	2035
Work-at-Home	3.58%	3.89%	4.41%	4.62%	5.03%	5.45%	5.65%	5.97%	6.69%	7.21%
Telecommute	3.34%	3.48%	3.73%	3.84%	4.06%	4.29%	4.41%	4.60%	5.07%	5.43%
Total Trip Reductions	6.92%	7.37%	8.14%	8.46%	9.09%	9.74%	10.06%	10.57%	11.76%	12.64%
Increase over 2000 Base	0	0.45%	1.22%	1.54%	2.17%	2.82%	3.14%	3.65%	4.84%	5.72%

TABLE 9 AUTO OPERATING COSTS

Category	2003	2008	2010	2014	2018	2020	2023	2030	2035
Auto Operating Cost (cents/mile) (year 1999 constant \$)	13.762	16.089	16.519	17.178	17.604	17.764	17.852	18.047	18.179

Work-at-home and Telecommuting – Home-Based-Work trips were reduced for Work-at-Home and Telecommuting in keeping with the trends observed since 1990 and 2000. In year 2000, Work-at-Home trips were 3.58% and Telecommute trips were 3.34% for a total Home-Based-Work trip reduction of 6.92%. Trip rates used in trip generation are based on the 2000 Travel Survey. Table 8 below shows the total reductions to the home-based-work person trips over the 2000 base as applied in the trip generation model.

Auto Operating Cost – There are two components used in calculating auto operating cost: the cost of gasoline and “other” costs. The “other” costs category includes costs for repairs, light maintenance, lubrication, tires, and accessories. The assumption used in the modeling work is that if an auto is available at the household then the depreciation of the car and the insurance costs are already being paid for whether the car is left at home or used for commuting to work. Table 9 lists the auto operating costs used for 2008 RTP model runs. All costs are in 1999 constant dollars.

Note: Costs are expressed in 1999-dollar values for input into the mode choice models. Auto Operating costs are calculated using the following formula: Auto Operating Cost = Fuel Cost / Fuel Economy + Other Costs.

Transit Fare – The transit fares are estimated based on a composite of the different fares charged for different categories and weighted appropriately. Fare estimation considers the following:

- Cash fares including the various discounts offered to students, the elderly, and the disabled.
- The use of monthly passes by various categories for the initial boarding, and transferring between buses.
- The average effective express and rail zone charge for both cash and pass users.

Table 10 shows the transit fares utilized in the Regional Model. This assumes no real cost increase in transit fares from 2003 to 2035.

TABLE 10 TRANSIT FARES (IN 1999 DOLLAR VALUE)

Transit Mode	Description	Boarding Fare
10	Commute Rail	\$2.96
11	MTA Local Bus	\$0.75
12	MTA Express Bus	\$0.75
13	Urban Rail (MTA Metrorail)	\$0.75
14	Los Angeles County Express Bus	\$1.03
15	Los Angeles County Local Bus (Group 1)	\$0.69
16	Los Angeles County Local Bus (Group 2)	\$0.40
17	Los Angeles County Local Bus (Group 3)	\$0.19
18	Los Angeles County Local Bus (Group 4)	\$0.00
19	All Other Local Bus	\$0.75
20	All Other Express Bus	\$0.75
22	MTA Rapid Bus	\$0.75

Non-Motorized Trips – The Plan scenario (all years) assumes that there will be a shift of 1 percent of the motorized trips to non-motorized forms of travel (i.e., walking and bicycling) due to the Regional Transportation Plan’s investment in non-motorized facilities.

Capacity and Free Flow Speed – The highway capacities (including for heavy duty truck) used in the Model for each of the facility types vary, depending on area location (i.e., CBD, urban, suburban, rural, or mountain). Free flow speeds are based on posted speeds. A complete description of how the speeds/capacities were derived is contained in SCAG’s model validation report – “2003 Model Validation & Summary”.

TABLE 11 HIGHWAY CAPACITIES AND FREE FLOW SPEEDS USED IN THE MODEL

Facility Type	Vehicles / Lane / Hour	Free Flow Speed (mph)
Freeway (MF, HOV)	1,900 – 2,100	55 – 70
Principal Arterial	500 – 850	20 – 60
Other Arterial	450 – 800	20 – 55
Collector	400 – 750	20 – 55

Toll Roads – Currently there are four toll roads in the SCAG Region. All of the toll facilities are freeways and are located in Orange County. The toll facility on the SR-91 Freeway is approximately 10 miles long and is part of the Riverside Freeway which consists of 8 lanes of mixed flow and 4 lanes of toll roads (located in the center lanes of the freeway). The other three toll facilities were designed and built by private funding and require all vehicles to pay toll fees. The effect of the toll charges on the toll roads was incorporated into the highway assignment procedure. The toll charge was added to each toll facility by inserting the cost to the appropriate link and identifying the link with a unique Toll Class Number. Toll costs (in 1999 dollars) were converted to a time value (in minutes) in the network assignment step.

TABLE 12 MAXIMUM TOLL COSTS APPLIED

Corridor	Peak Period	Off Peak Period
SR-91, Riverside Freeway	\$2.75	\$0.82
SR-73, San Joaquin Hills Transportation Corridor	\$0.15/mile	\$0.075/mile
SR-241, Foothill Transportation Corridor	\$0.15/mile	\$0.075/mile
SR-261, Eastern Transportation Corridor	\$0.15/mile	\$0.075/mile

ITS – The speeds and capacities on Smart Streets were increased by 5% to reflect the improved traffic flow due to the ATT/IVHS.

Highway Assignments – Vehicle trip assignments yield traffic volumes and speeds on each link for the AM peak (6:00 a.m. – 9:00 a.m.), PM peak (3:00 p.m. – 7:00 p.m.), Midday (9:00 a.m. – 3:00 p.m.), and Night (7:00 p.m. – 6:00 a.m.) periods. For each time period, SCAG utilizes an equilibrium assignment algorithm to take into account congestion by employing a capacity-restrained iterative assignment process. Heavy-duty trucks are integrated into the assignment process by converting truck vehicle trips into Passenger Car Equivalences (PCE) and then assigning them simultaneously with the light-duty vehicles.

This equilibrium assignment technique adjusts link time for each assignment iteration by using an Akcelik formation of volume-delay curve.

FUTURE MODEL IMPROVEMENTS

Although significant improvements have been incorporated into the models used for the 2008 RTP modeling, SCAG continually refines and upgrades the Regional Transportation Model. Listed below are some of the current and upcoming model improvement projects:

- **Updated Heavy-Duty Truck Model:** SCAG is currently in the process of finalizing the Regional Heavy-Duty Truck Model. Work tasks include an extensive travel survey, an updated external trip estimation methodology, and a more accurate representation of warehouse related trips.
- **Arterial Speed Study and Regional Screen-line Traffic Count Program:** The results of these two studies will be used to validate the new Regional Transportation Model.
- **Regional Highway Inventory:** SCAG will perform an extensive survey and inventory of existing highways, the goods movement system, and transit facilities.
- **Weekend Travel Demand Model:** SCAG has selected a consultant team to develop a new weekend travel demand model. The purpose of this project is to obtain a new tool to estimate weekend traffic and associated emissions.
- **Integrated Land Use Transportation Model:** SCAG is developing a strategy to implement an integrated land use transportation modeling program. SCAG has completed a feasibility study to develop a proposed scope of work, identify resource needs, produce a schedule, and identify data needs.
- **Activity Based Travel Demand Model** – SCAG has completed a feasibility study assessing the tasks and resource requirement for developing an activity-based model for SCAG region. SCAG is hiring a consultant team to start model design work.
- **Year 2010 Post-Census Survey** – SCAG is conducting an advanced planning work on the upcoming Year 2010 Travel Survey. This travel survey will provide the necessary travel behavior inventory for developing an activity-based model.

- Next-generation Freight Model – In Fiscal Year 2008-2009, SCAG will start working on a next-generation freight model to simulate the freight movement in SCAG region.

SUMMARY OF REGIONAL VEHICLE MILES TRAVELED

Table 13 shows the summaries of VMT in 1,000-mile increments by air districts. VMT data were produced from the SCAG Regional Travel Model and does not include VMT from school buses, urban buses, and Motor Homes (non-modeled). These non-modeled VMT were provided by the ARB and is included in the emissions section as OTH (Other) VMT.

DRAFT 2008 RTP REGIONAL EMISSIONS ANALYSIS

For the past few years, many have been involved in development of the Draft 2008 RTP in consultations with all federal, state, regional, local transportation and air agencies and transit operators in the Region. SCAG's Transportation Conformity Working Group and Modeling Task Force Meetings have facilitated the required interagency consultation throughout the Draft 2008 RTP development process.

SCAG's Draft 2008 RTP is consistent with the most recent estimate of mobile source emissions. The conformity analysis is based on the population, employment, travel, and congestion estimates by SCAG as the MPO.

The on-road motor emissions estimates for the Draft 2008 RTP were analyzed using the EMFAC2007 emission model developed by the ARB. For ROG, NO_x, CO, NO₂, PM₁₀, and PM_{2.5} emissions were estimated for the summer, winter, or annual average using EMFAC2007 in conjunction with the most recent motor vehicle activity data from the 2008 RTP. For paved road dust, SCAG uses the approved SCAQMD methodology, which uses AP-42 for the Base Year and a combination of additional growth in center-line miles and VMT for future years.

Table 14 reflects the required regional emission tests for the Draft 2008 RTP. In the SCAB, the emissions budget test applies to ozone, PM₁₀, NO₂, CO, and

PM_{2.5}. The emissions budget test applies to ozone for the Ventura County portion of the SCCAB and the Western MDAB. In the SSAB, the Coachella Valley portion is subject to the emissions budget test for ozone and PM₁₀, while the Imperial County portion is subject to the build/no build test for ozone and PM₁₀.

It should be noted that, due to recent litigation relative to U.S EPA's Eight-hour Ozone Phase 2 Rule, EPA has instructed ARB to revise the established method of demonstrating Reasonable Further Progress (RFP) in ozone non-attainment areas that utilize reductions from other areas to demonstrate attainment (e.g., upwind areas). In the SCAG region, such areas include the Ventura County portion of the SCCAB, the Western MDAB (Antelope Valley and a portion of San Bernardino County), and the Coachella Valley portion of the SSAB. Therefore, at this time, there are no AQMPs or SIPs and, thus, no 8-hour ozone transportation emission budgets for these areas. SCAG has worked closely with the ARB and EPA to resolve this issue. As agreed upon by ARB and EPA, ARB will adopt early progress plans (i.e., emissions inventories and transportation emission budgets) for areas that need upwind reductions to show RFP. The early progress plans will be the vehicle to establish transportation emission budgets while EPA decides how to respond to the RFP issue raised by the litigation. ARB plans to release the early action plans for public review in January 2008 for adoption in February 2008. ARB and SCAG have requested that EPA parallel process their review of the transportation emission budgets to expedite approval. As instructed by ARB, the Draft 2008 RTP conformity analysis uses the transportation activity data provided to ARB as the basis for the emission budgets for these areas.

The emissions budgets in the SIP are provided for up to the respective attainment years or Early Progress Plan years. However, since transportation conformity findings are needed beyond the attainment years, the budgets for the attainment years also serve as the budgets for future years.

TABLE 13 VMT SUMMARY (IN THOUSANDS)

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL	L&MD	HD	TOTAL
2003			2008 PLAN			2014 PLAN			
SCCAB	17,429,376	1,213,974	18,643,350	17,890,334	1,297,735	19,188,069	18,913,987	1,432,989	20,346,976
SCAB	323,638,539	21,101,197	344,739,826	332,810,563	23,066,426	355,876,989	350,401,069	26,166,257	376,567,326
MDAB	25,846,774	3,714,152	29,561,127	25,903,736	3,431,632	29,335,368	37,775,656	5,661,654	43,437,310
SSAB	13,622,146	2,074,430	15,696,702	15,954,732	2,421,795	18,376,527	407,090,712	33,260,900	440,351,612
Modeling Area Total	380,536,835	28,103,753	408,641,005	392,559,365	30,217,588	422,776,953	814,181,424	66,521,800	880,703,224
2010 NO-BUILD			2010 BL/PL			2023 PLAN			
SCCAB	18,304,446	1,351,082	19,655,528	18,300,733	1,350,247	19,650,980	19,967,730	1,596,644	21,564,374
SCAB	342,675,852	24,327,416	367,003,268	341,451,080	24,306,954	365,758,034	374,499,439	30,001,527	404,500,966
MDAB	33,532,548	5,298,491	38,831,039	33,593,400	5,296,964	38,890,364	43,584,231	6,877,891	50,462,122
SSAB	16,625,185	2,328,723	18,953,908	16,665,078	2,321,178	18,986,256	23,504,510	3,398,233	26,902,743
Modeling Area Total	411,138,031	33,305,712	444,443,743	410,010,291	33,275,343	443,285,634	461,555,910	41,874,295	503,430,205
2020 NO-BUILD			2020 BUILD			2020 PLAN			
SCCAB	19,852,799	1,561,705	21,414,504	19,808,685	1,556,042	21,364,727	19,598,045	1,546,184	21,144,229
SCAB	367,924,793	28,989,365	396,914,158	372,401,047	28,997,805	401,398,852	367,925,552	28,822,010	396,747,562
MDAB	43,952,568	6,613,917	50,566,485	44,158,261	6,904,578	51,062,839	41,741,659	6,497,098	48,238,757
SSAB	23,390,590	3,264,681	26,655,271	22,758,478	2,958,301	25,716,779	22,292,416	3,239,717	25,532,133
Modeling Area Total	455,120,750	40,429,668	495,550,418	459,126,471	40,416,726	499,543,197	451,557,672	40,105,009	491,662,681
2030 NO-BUILD			2030 BUILD			2030 PLAN			
SCCAB	21,080,636	1,729,824	22,810,460	21,110,988	1,728,925	22,839,913	20,845,054	1,711,215	22,556,269
SCAB	391,992,699	33,076,673	425,069,372	396,630,522	33,024,808	429,655,330	391,256,443	32,504,258	423,760,701
MDAB	53,327,069	8,388,602	61,715,671	53,641,285	8,334,647	61,975,932	47,890,653	10,104,883	57,995,536
SSAB	28,780,906	3,463,091	32,243,997	29,025,073	3,475,126	32,500,199	25,503,517	3,372,583	28,876,100
Modeling Area Total	495,181,310	46,658,190	541,839,500	500,407,868	46,563,506	546,971,374	485,495,667	47,692,939	533,188,606

AIR BASIN	L&MD	HD	TOTAL	L&MD	HD	TOTAL	L&MD	HD	TOTAL
2035 NO-BUILD			2035 BUILD			2035 PLAN			
SCCAB	21,464,028	1,804,570	23,268,598	21,600,504	1,827,764	23,428,268	21,362,455	1,792,702	23,155,157
SCAB	399353343	35030092	434383435	405,524,542	34,716,431	440,240,973	399,183,703	34,236,934	433,420,637
MDAB	57,948,254	9,106,938	67,055,192	59,665,637	8,742,770	68,408,407	51,345,331	8,319,977	59,665,308
SSAB	31,675,952	3,702,963	35,378,915	33,442,986	4,252,803	37,695,789	28,005,958	3,985,052	31,991,010
Modeling Area Total	510,441,577	49,644,563	560,086,140	520,233,669	49,539,768	569,773,437	499,897,447	48,334,665	548,232,112

REQUIRED REGIONAL EMISSIONS TESTS FOR 2008 RTP

The following table presents the required regional emissions tests for the 2008 RTP.

TABLE 14 REQUIRED REGIONAL EMISSIONS TEST FOR 2008 RTP

Year	8-hr Ozone	1-hr Ozone	PM _{2.5}	PM ₁₀	CO	NO ₂	Build/No Build
2008*	SC	SC					
2009*	VEN, WMD		SC				
2010*	SC, IMP	SC, CV	SC	SC, CV, MD	SC	SC	MD (PM ₁₀) IMP (O ₃ , PM ₁₀)
2011	SC						
2012*	CV		SC				
2014*	SC, CV, VEN, WMD		SC				
2015					SC		
2017	SC						
2020*	SC, CV, VEN, WMD, IMP	SC, CV	SC	SC, CV, MD	SC	SC	MD (PM ₁₀) IMP (O ₃ , PM ₁₀)
2023*	SC						
2030*	SC, CV, VEN, WMD, IMP	SC, CV	SC	SC, CV, MD	SC	SC	MD (PM ₁₀) IMP (O ₃ , PM ₁₀)
2035*	SC, CV, VEN, WMD, IMP	SC, CV	SC	SC, CV, MD	SC	SC	MD (PM ₁₀) IMP (O ₃ , PM ₁₀)

Notes: 1) Asterisk * shows model run required; others may be interpolated. 2) All years required for budget tests; Years 2010, 2020, 2030, and 2035 also required for build/no build tests. 3) The 8-hour ozone budgets, upon approval by US EPA, replace the 1-hour ozone budgets.

SC = South Coast Air Basin; CV = Coachella Valley (SSAB); VEN = Ventura County (SCCAB); WMD = Western Mojave; MD = Mojave Desert (Antelope/Victor Valleys); IMP Imperial County (SSAB)

SUMMARY OF REGIONAL EMISSIONS ANALYSIS

The following tables summarize the required regional emission tests for conformity for the 2008 RTP for each of the non-attainment areas within SCAG's jurisdiction. Details of these analyses are provided in the following two sections.

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

As previously noted, ARB is developing an Early Progress Plan for Ventura County, which will provide the transportation emission budget for this area. As instructed by ARB, the Draft 2008 RTP conformity analysis uses the transportation activity data SCAG provided to ARB as the basis for the emission budgets for these areas. These values may change upon receipt of the budgets from ARB.

TABLE 15 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2009	2014	2020	2030	2035
ROG	Budget	13	13	13	13	13
	Plan	10.7	8.7	6.8	5.1	4.5
NO _x	Budget	19	19	19	19	19
	Plan	16.7	12.3	8.0	5.4	5.1

SOUTH COAST AIR BASIN

TABLE 16 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

	Pollutant	2008	2011	2014	2017	2020	2023	2030	2035
ROG	Budget	210	153	124	109	99	91	91	91
	Plan	196.8	144.7	117	104	95	87.8	83.9	75.9
NO _x	Budget	441	298	196	167	138	128	128	128
	Plan	420.1	284.8	181.4	155.6	128.1	118.7	121	112.5

TABLE 17 1-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2008	2010	2020	2030	2035
ROG	Budget	210	164	164	164	164
	Plan	196.8	154.3	95	83.9	75.9
NO _x	Budget	441	340	340	340	340
	Plan	420.1	324.3	128.1	118.7	112.5

TABLE 18 PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	Budget	251	251	251	251
	Plan	172.5	106.6	80.5	73
NO _x	Budget	549	549	549	549
	Plan	371.6	177.1	122.7	113.8
PM ₁₀	Budget	166	166	166	166
	Plan	155.8	153.2	149.8	152.4

TABLE 19 PM_{2.5} (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2009	2012	2014	2023	2030	2035
ROG	Budget	193	139	121	87	74	74
	Plan	181.3	132.0	113.7	84.1	71.3	73.0
NO _x	Budget	427	266	201	131	123	123
	Plan	400.1	253.7	186.3	121.2	113.3	113.8
PM _{2.5}	Budget	38	34	33	37	39	39
	Plan	35.8	32.2	30.7	33.8	35.6	36.7

TABLE 20 CO (WINTER EMISSIONS [TONS/DAY])

Pollutant		2010	2015	2020	2030	2035
CO	Budget	2,137	2,137	2,137	2,137	2,137
	Plan	1668.4	1220.2	911.0	621.6	563.0

TABLE 21 NO₂ (WINTER EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
NO ₂	Budget	682	682	682	682
	Plan	397.9	188.3	129.4	119.5

MOJAVE DESERT AIR BASIN – ANTELOPE VALLEY PORTION OF LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION OF MDAB EXCLUDING SEARLES VALLEY

As previously noted, ARB is developing an Early Progress Plan for the Western Mojave Desert ozone non-attainment area, which will provide the transportation emission budget for this area. As instructed by ARB, the Draft 2008 RTP conformity analysis uses the transportation activity data SCAG provided to ARB as the basis for the emission budgets for these areas. These values may change upon receipt of the budgets from ARB.

TABLE 22 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2009	2014	2020	2030	2035
ROG	Budget	21	21	21	21	21
	Plan	18.4	14.1	10.3	8.7	8.5
NO _x	Budget	81	81	81	81	81
	Plan	81	44.7	26.9	21.4	22.5

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 23 PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM ₁₀	No Build	8.3	8.1	8.9	9.6
	Build	7.4	7.6	8.3	9.0

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 24 PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM ₁₀	No Build	0.1	0.1	0.1	0.1
	Build	0.1	0.1	0.1	0.1

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

As previously noted, ARB is developing an Early Progress Plan for the Coachella Valley portion of SSAB, which will provide the transportation emission budget for this area. For informational purposes, the Draft 2008 RTP conformity analysis uses the original budgets approved by ARB in September 2007 for this area. Tables 25 and 38 also include budget and Plan values (interpolated) for 2012, which is the Early Progress Plan budget year. These values may change upon receipt of the Early Progress Plan budget from ARB.

TABLE 25 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2008	2011	2012	2014	2017	2018	2020	2030	2035
ROG	Budget	9	6	7	5	5	5	5	5	5
	Plan	7.7	5.4	4.9	4.1	3.9	3.7	4.3	3.6	3.5
NO _x	Budget	44	30	26	17	14	13	13	13	13
	Plan	36.5	20.5	17.6	11.8	10.3	9.3	11.9	9.5	11.0

TABLE 26 1-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	Budget	9	9	9	9
	Plan	6.7	4.3	3.6	3.5
NO _x	Budget	46	46	46	46
	Plan	27.8	11.9	9.5	11.0

TABLE 27 PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM ₁₀	Budget	10.9	10.9	10.9	10.9
	Plan	8.1	7.5	7.3	7.7

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 28 OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
ROG	No Build	5.7	3.9	3.7	3.8
	Build	5.7	3.9	3.7	3.8
NO _x	No Build	16.1	8.5	7.9	8.3
	Build	16.1	8.5	7.9	8.3

TABLE 29 PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])

Pollutant		2010	2020	2030	2035
PM ₁₀	No Build	5.7	7.0	8.1	8.6
	Build	5.3	6.3	7.6	7.9

EMISSIONS ANALYSES

The following tables present detailed emissions analyses for each non-attainment area within SCAG's jurisdiction. The Ventura and Western Mojave ozone non-attainment areas are not included here since the budgets for these areas are based on the Early Progress Plans from ARB and there are no details to report. Although ARB is preparing an Early Progress Plan for the Coachella portion of the SSAB such that the 2012 budget will serve as the budget for future years, the detailed information for this area as received from SCAQMD is included here for informational purposes. Note that some values in the following tables do not add up exactly due to rounding.

SOUTH COAST AIR BASIN

TABLE 30 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant	2008	2011	2014	2017	2020	2023	2030	2035
ROG								
2008 RTP	200.7	167.6	141.6	124.2	110.6	100.2	83.9	75.9
New Defined State Measures	-3.9	-22.9	-24.6	-20.2	-15.6	-12.4	0	0
Total Emissions	196.8	144.7	117	104	95	87.8	83.9	75.9
Emission Budgets	210	153	124	109	99	91	91	91
Budget – Emissions	13.2	8.3	7.0	5.0	4.0	3.2	7.1	15.1
NO_x								
2008 RTP	420.4	341.4	272.8	220.9	173.8	152.2	121	112.5
New Defined State Measures	-0.3	-56.6	-91.4	-65.3	-45.7	-33.5	0	0
Total Emissions	420.1	284.8	181.4	155.6	128.1	118.7	121	112.5
Emission Budgets	441	298	196	167	138	128	128	128
Budget – Emissions	20.9	13.2	14.6	11.4	9.9	9.3	7.0	15.5

TABLE 31 1-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Pollutant	2008	2010	2020	2030	2035
ROG					
2008 RTP	200.7	176.3	110.6	83.9	75.9
New Defined State Measures	-3.9	-22	-15.6	0	0
Total Emissions	196.8	154.3	95.0	83.9	75.9
Emission Budgets	210	164	164	164	164
Budget – Emissions	13.2	9.7	69.0	80.1	88.1
NO_x					
2008 RTP	420.1	324.3	128.1	118.7	112.5
New Defined State Measures	-0.3	-40	-45.7	0	0
Total Emissions	419.8	284.3	82.4	118.7	112.5
Emission Budgets	441	340	340	340	340
Budget – Emissions	21.2	55.7	257.6	221.3	227.5

TABLE 32 PM₁₀ (ANNUAL [TONS/DAY])

Pollutant	2010	2020	2030	2035
ROG				
2008 RTP	172.5	106.6	80.5	73.0
New Defined State Measures	0	0	0	0
Total Emissions	172.5	106.6	80.5	73.0
Emission Budgets	251	251	251	251
Budget – Emissions	78.5	144.4	170.5	178.0
NO_x				
2008 RTP	371.6	177.1	122.7	113.8
New Defined State Measures	0	0	0	0
Total Emissions	371.6	177.1	122.7	113.8
Emission Budgets	549	549	549	549
Budget – Emissions	177.4	371.9	426.3	435.2
PM₁₀				
2008 RTP	22.8	21.8	22.4	23
Re-entrained Road Dust Paved	122.1	125.1	129.6	134.9
Re-entrained Road Dust Un-paved *	8.7	8.7	8.7	8.7
Road Construction Dust *	2.2	2.2	2.2	2.2
AQMD Backstop **	0	-9	-16	-16
New Defined State Measures	0	0	0	0
Total Emissions	155.8	148.8	146.8	152.8
Emission Budgets	166	166	166	166
Budget – Emissions	10.2	17.2	19.2	13.2

* Provided by SCAQMD based on SCAG input.

** AQMP Backstop Measure: There is projected long-term growth in direct PM10 emissions due to increased vehicle travel on paved and unpaved roads. To address this increase in primary PM10 emissions from travel while continuing to provide for attainment after 2006, the 2003 AQMP included the "Transportation Conformity Budget Backstop Control Measure" which commits to achieve additional PM10 reductions from transportation-related PM10 source categories in future years to offset the increased emissions.

TABLE 33 PM2.5 (ANNUAL [TONS/DAY])

Pollutant	2009	2012	2014	2023	2030	2035
ROG						
2008 RTP	184.8	155.1	137.7	96.2	80.5	73.0
New Defined State Measures	3.5	23.1	24	12.1	9.2	0
Total Emissions	181.3	132	113.7	84.1	71.3	73.0
Emission Budgets	193	139	121	87	74	74
Budget – Emissions	11.7	7	7.3	2.9	2.7	1
NO_x						
2008 RTP	400.4	324.9	278.2	154.9	122.7	113.8
New Defined State Measures	0.3	71.2	91.9	33.7	9.4	0
Total Emissions	400.1	253.7	186.3	121.2	113.3	113.8
Emission Budgets	427	266	201	131	123	123
Budget – Emissions	26.9	12.3	14.7	9.8	9.7	9.2
PM_{2.5}						
2008 RTP	16.3	15.7	15.3	14.6	14.8	15.2
Re-entrained Road Dust Paved	18.3	18.6	18.7	19.1	19.6	20.4
Re-entrained Road Dust Unpaved *	1.0	1.0	1.0	1.0	1.0	1.0
Road Construction Dust *	0.2	0.2	0.2	0.2	0.2	0.2
New Defined State Measures	0	-3.3	-4.6	-1.6	-0.4	0
Total Emissions	35.8	32.2	30.6	33.3	35.1	36.8
Emission Budgets	38	34	33	37	39	39
Budget – Emissions	2.2	1.8	2.4	3.7	3.9	2.2

* Provided by SCAQMD based on SCAG input.

TABLE 34 CO (WINTER EMISSIONS [TONS/DAY])

	2010	2015	2020	2030	2035
2008 RTP	1668.4	1220.2	911.0	621.6	563
New Defined State Measures	0	0	0	0	0
Total Emissions	1668.4	1220.2	911.0	621.6	563
Emission Budgets	2,137	2,137	2,137	2,137	2,137
Budget – Emissions	469	847	1,226	1,515	1,574

TABLE 35 NO₂ (WINTER EMISSIONS [TONS/DAY])

	2010	2020	2030	2035
2008 RTP	397.9	188.2	129.4	119.5
New Defined State Measures	0	0	0	0
Total Emissions	397.9	188.2	129.4	119.5
Emission Budgets	682	682	682	682
Budget – Emissions	284.1	493.8	552.9	562.5

MOJAVE DESERT AIR BASIN – SAN BERNARDINO COUNTY PORTION

TABLE 36 PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])

	2010	2020	2030	2035
2008 RTP No-Build				
Re-entrained Road Dust	4.4	5.3	6.2	6.7
Motor Vehicle	3.9	2.8	2.7	2.9
Total Emissions	8.3	8.1	8.9	9.6
2008 RTP Build				
Re-entrained Road Dust	3.5	4.9	5.6	6.0
Motor Vehicle	3.9	2.7	2.7	3.0
Total Emissions	7.4	7.6	8.3	9.0
Difference (No Build – Build)	0.9	0.5	0.6	0.6

MOJAVE DESERT AIR BASIN – SEARLES VALLEY PORTION

TABLE 37 **PM₁₀ (ANNUAL EMISSIONS [TONS/DAY])**

	2010	2020	2030	2035
2008 RTP No-Build	0.1	0.1	0.1	0.1
2008 RTP Build	0.1	0.1	0.1	0.1
Difference (No Build – Build)	0.0	0.0	0.0	0.0

SALTON SEA AIR BASIN – COACHELLA VALLEY PORTION

TABLE 38 **8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant	2008	2011	2012	2014	2017	2018	2020	2030	2035
ROG									
2008 RTP	7.8	6.5	6.2	5.7	5.0	4.7	4.3	3.6	3.5
New Defined State Measures	-0.1	-1.1	-1.3	-1.6	-1.1	-1	0	0	0
Total Emissions	7.7	5.4	4.9	4.1	3.9	3.7	4.3	3.6	3.5
Emission Budgets	9	6	7	5	5	5	5	5	5
Budget – Emissions	1.3	0.6	1.1	1.0	1.2	1.3	0.7	1.4	1.5
NO_x									
2008 RTP	36.5	26.4	25	22.3	17.4	15.7	11.9	9.5	10.97
New Defined State Measures	0	-5.9	-7.4	-10.5	-7.1	-6.4	0	0	0
Total Emissions	36.5	20.5	17.6	11.8	10.3	9.3	11.9	9.5	11.0
Emission Budgets	44	30	26	17	14	13	13	13	13
Budget – Emissions	7.5	9.5	8.4	5.2	3.7	3.7	1.1	3.5	2.0

TABLE 39 **1-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])**

Pollutant	2010	2020	2030	2035
ROG				
2008 RTP	6.7	4.3	3.6	3.5
New Defined State Measures	0	0	0	0
Total Emissions	6.7	4.3	3.6	3.5
Emission Budgets	9	9	9	9
Budget – Emissions	2.3	4.7	9	5.5
NO_x				
2008 RTP	27.8	11.9	9.5	11.0
New Defined State Measures	0	0	0	0
Total Emissions	27.8	11.9	9.5	11.0
Emission Budgets	46	46	46	46
Budget – Emissions	18.2	34.1	36.5	35.0

TABLE 40 **PM₁₀ (ANNUAL [TONS/DAY])**

	2010	2020	2030	2035
2008 RTP	1.5	1.1	1.1	1.3
Re-entrained Road Dust Paved	2.9	3.2	3.4	3.5
Re-entrained Road Dust Unpaved *	3.7	3.3	2.8	2.8
Road Construction Dust *	0.1	0.1	0.1	0.1
New Defined State Measures	0	0	0	0
Total Emissions	8.1	7.6	7.3	7.7
Emission Budgets	10.9	10.9	10.9	10.9
Budget – Emissions	2.8	3.3	3.6	3.2

* Provided by SCAQMD based on SCAG input.

SALTON SEA AIR BASIN – IMPERIAL COUNTY PORTION

TABLE 41 8-HOUR OZONE (SUMMER PLANNING EMISSIONS [TONS/DAY])

Network	2010	2020	2030	2035
2008 RTP No-Build	5.7	3.9	3.7	3.8
2008 RTP Build	5.7	3.9	3.7	3.8
Difference (No Build – Build)	0.0	0.0	0.0	0.0

TABLE 42 PM₁₀ (ANNUAL [TONS/DAY])

	2010	2020	2030	2035
2008 RTP No-Build				
Re-entrained Road Dust	5.0	6.4	7.4	7.9
Motor Vehicle	0.7	0.6	0.6	0.7
Total Emissions	5.7	7.0	8.1	8.6
2008 RTP Build				
Re-entrained Road Dust	4.6	5.8	6.9	7.2
Motor Vehicle	0.7	0.6	0.6	0.7
Total Emissions	5.3	6.3	7.6	7.9
Difference (No Build – Build)	0.4	0.7	0.5	0.7

DETAILED EMISSIONS SUMMARIES

The following tables present detailed emissions information, by year and by vehicle class, for each of the non-attainment areas within SCAG's jurisdiction.

Table notes: HDT = heavy duty truck; L&M = light and medium duty vehicle; Other Vehicle = school bus, urban bus and motor home; VMT = 1,000 miles; Emissions = tons per day

SOUTH CENTRAL COAST AIR BASIN – VENTURA COUNTY PORTION

TABLE 43 8-HOUR OZONE (SUMMER [TONS/DAY])

Year	Vehicle Class	ROG	NO _x
2014	L&M	7.7	5.4
	HDT	0.9	6.3
	Other	0.1	0.5
	Total	8.7	12.3
2020	L&M	6.1	3.4
	HDT	0.7	4.2
	Other	0.0	0.4
	Total	6.8	8.0
2030	L&M	4.5	1.9
	HDT	0.6	3.2
	Other	0.0	0.3
	Total	5.1	5.4
2035	L&M	3.9	1.6
	HDT	0.6	3.3
	Other	0.0	0.3
	Total	4.5	5.1

SOUTH COAST AIR BASIN

TABLE 44 8-HOUR OZONE, NO₂, CO, PM₁₀, PM_{2.5}

Year	Vehicle Class	ROG Summer	ROG Annual	NO _x Summer	NO _x Annual	NO _x Winter	CO Winter	PM ₁₀ Annual	PM _{2.5} Annual
2003	L&M	268.7	266.9	260.6	273.4	299.0	2600.6	13.1	7.9
	HDT	43.3	45.9	267.1	268.7	286.0	409.6	10.0	8.7
	Other	3.0	3.1	24.8	25.0	26.9	58.9	0.5	0.4
	Total	315.0	315.9	552.4	567.1	611.9	3069.1	23.6	17.1
2008	L&M	169.3	N/A	154.4	N/A	N/A	N/A	N/A	N/A
	HDT	29.2	N/A	244.0	N/A	N/A	N/A	N/A	N/A
	Other	2.2	N/A	22.1	N/A	N/A	N/A	N/A	N/A
	Total	200.7	N/A	420.4	N/A	N/A	N/A	N/A	N/A
2010	L&M	147.9	143.1	128.2	134.5	146.3	1426.1	14.3	8.8
	HDT	26.4	27.5	215.8	216.6	229.6	211.5	8.1	6.8
	Other	2.0	2.0	20.4	20.5	22.0	30.9	0.5	0.4
	Total	176.3	172.5	364.3	371.6	397.9	1668.4	22.8	16.1
2014	L&M	119.0	114.3	94.0	98.7	N/A	N/A	N/A	9.7
	HDT	21.0	21.8	160.6	161.2	N/A	N/A	N/A	5.3
	Other	1.6	1.7	18.2	18.3	N/A	N/A	N/A	0.4
	Total	141.6	137.7	272.8	278.2	N/A	N/A	N/A	15.3
2015	L&M	N/A	N/A	N/A	N/A	N/A	1047.9	N/A	N/A
	HDT	N/A	N/A	N/A	N/A	N/A	151.7	N/A	N/A
	Other	N/A	N/A	N/A	N/A	N/A	20.7	N/A	N/A
	Total	N/A	N/A	N/A	N/A	N/A	1220.2	N/A	N/A

Year	Vehicle Class	ROG Summer	ROG Annual	NO _x Summer	NO _x Annual	NO _x Winter	CO Winter	PM ₁₀ Annual	PM _{2.5} Annual
2020	L&M	94.1	89.5	59.3	62.1	67.5	785.7	16.7	10.8
	HDT	15.1	15.7	99.8	100.1	104.8	111.4	4.61	3.52
	Other	1.33	1.34	14.74	14.85	15.9	13.87	0.45	0.38
	Total	110.6	106.6	173.8	177.1	188.3	911.0	21.8	14.7
2023	L&M	85.5	N/A	49.8	N/A	N/A	N/A	N/A	N/A
	HDT	13.4	N/A	87.8	N/A	N/A	N/A	N/A	N/A
	Other	1.3	N/A	14.4	N/A	N/A	N/A	N/A	N/A
	Total	100.1	N/A	152.0	N/A	N/A	N/A	N/A	N/A
2030	L&M	71.5	67.7	34.8	36.4	39.6	531.4	18.0	11.7
	HDT	11.4	11.8	74.3	74.4	76.9	80.0	3.9	2.7
	Other	0.91	0.91	11.71	11.76	12.56	9.4	0.5	0.4
	Total	83.9	80.4	120.8	122.5	129.1	620.8	22.3	14.7
2035	L&M	64.2	60.9	28.7	29.9	32.7	477.7	18.6	12.1
	HDT	11.0	11.4	75.1	75.2	77.6	77.9	4.0	2.7
	Other	0.7	0.8	8.7	8.8	9.4	7.6	0.4	0.3
	Total	75.9	73.0	112.5	113.9	119.6	563.2	23.0	15.2

**MOJAVE DESERT AIR BASIN – ANTELOPE VALLEY PORTION OF
LOS ANGELES COUNTY AND SAN BERNARDINO COUNTY PORTION
EXCLUDING SEARLES VALLEY**

TABLE 45 8-HOUR OZONE (SUMMER)

Year	Vehicle Class	ROG	NO _x
2014	L&M	11.3	10.7
	HDT	2.7	32.7
	Other	0.1	1.3
	Total	14.1	44.7
2020	L&M	8.7	6.7
	HDT	1.8	20.1
	Other	0.1	1.1
	Total	10.6	27.9
2030	L&M	7.0	4.1
	HDT	1.5	16.4
	Other	0.1	0.9
	Total	8.5	21.4
2035	L&M	6.8	3.7
	HDT	1.6	18.2
	Other	0.1	0.7
	Total	8.5	22.5

TABLE 46 PM₁₀ (ANNUAL)

Network	Vehicle Class	PM ₁₀
2010 No-Build	L&M	1.0
	HDT	2.9
	Other	0.0
	Total	3.9
2010 Build	L&M	1.0
	HDT	2.9
	Other	0.0

Network	Vehicle Class	PM ₁₀
2020 No-Build	Total	3.9
	L&M	1.2
	HDT	1.5
	Other	0.0
2020 Build	Total	2.8
	L&M	1.2
	HDT	1.5
	Other	0.0
2030 No-Build	Total	2.7
	L&M	1.5
	HDT	1.2
	Other	0.0
2030 Build	Total	2.7
	L&M	1.5
	HDT	1.2
	Other	0.0
2035 No-Build	Total	2.9
	L&M	1.6
	HDT	1.3
	Other	0.0
2035 Build	Total	2.9
	L&M	1.6
	HDT	1.3
	Other	0.0

MOJAVE DESERT AIR BASIN – SEARLES VALLEY

The Searles Valley planning area is designated as a PM₁₀ federal non-attainment area. There are no proposed projects or programs in the 2008 RTP for transportation improvements in the Searles Valley area. Therefore, there are no differences between the 2008 RTP Plan and No-Build scenarios.

TABLE 47 PM₁₀ (ANNUAL)

Network	2010	2020	2030	2035
No Build	0.1	0.1	0.1	0.1
Build	0.1	0.1	0.1	0.1
Difference (No Build – Build)	0.0	0.0	0.0	0.0

SALTON SEA AIR BASIN – COACHELLA VALLEY

TABLE 48 8-HOUR OZONE, PM10

Year	Vehicle Class	ROG Summer	NO _x Summer	PM Annual
2008	L&M	5.5	5.0	N/A
	HDT	2.3	30.9	N/A
	Other	0.1	0.6	N/A
	Total	7.8	36.5	N/A
2010	L&M	N/A	N/A	0.4
	HDT	N/A	N/A	1.1
	Other	N/A	N/A	0.0
	Total	N/A	N/A	1.5
2014	L&M	4.2	3.2	N/A
	HDT	1.5	18.6	N/A
	Other	0.1	0.5	N/A
	Total	5.7	22.3	N/A
2018	L&M	3.6	2.4	N/A
	HDT	1.1	12.9	N/A
	Other	0.0	0.4	N/A
	Total	4.7	15.7	N/A
2020	L&M	3.4	2.0	0.5
	HDT	0.8	9.6	0.5
	Other	0.0	0.4	0.0
	Total	4.3	12.0	1.1
2030	L&M	2.9	1.3	0.6

Year	Vehicle Class	ROG Summer	NO _x Summer	PM Annual
2035	HDT	0.7	7.9	0.4
	Other	0.0	0.3	0.0
	Total	3.6	9.5	1.1
	L&M	2.7	1.2	0.7
	HDT	0.8	9.2	0.5
	Other	0.0	0.2	0.0
	Total	3.5	10.6	1.3

SALTON SEA AIR BASIN – IMPERIAL COUNTY

TABLE 49 8-HOUR OZONE (SUMMER)

Pollutant	2010	2020	2030	2035
ROG				
2008 RTP No-Build	5.7	3.9	3.7	3.8
2008 RTP Build	5.7	3.9	3.7	3.8
Difference (No Build – Build)	0.0	0.0	0.0	0.0
NO_x				
2008 RTP No-Build	16.1	8.5	7.9	8.3
2008 RTP Build	16.1	8.5	7.9	8.3
Difference (No Build – Build)	0.0	0.0	0.0	0.0

TABLE 50 PM₁₀ (ANNUAL)

Network	2010	2020	2030	2035
2008 RTP No-Build				
Re-entrained Road Dust	5.0	6.4	7.4	7.9
Motor Vehicle	0.7	0.6	0.6	0.7
Total Emissions	5.7	7.0	8.1	8.6
2008 RTP Build				
Re-entrained Road Dust	4.6	6.1	6.9	7.2
Motor Vehicle	0.7	0.6	0.6	0.7
Total Emissions	5.3	6.6	7.6	7.9
Difference (No Build – Build)	0.4	0.4	0.5	0.7

Section III: Timely Implementation of Transportation Control Measures

INTRODUCTION

This section itemizes and reports the findings of timely implementation of TCM projects as specified in the fiscally constrained portion, or the first two years (i.e., FY 2006/07-2007/08), of the 2006 RTIP. These projects comprise the committed TCMs in the 2008 RTP. The findings are required only for the applicable TCM projects contained in the approved SIPs which, in the SCAG Region, are the ozone attainment plans for the SCAB and the Ventura County portion of the SCCAB.

TRANSPORTATION CONFORMITY RULE

The criteria for identifying TCM projects and the requirements for timely implementation of these projects are defined in the U.S. EPA's Transportation Conformity Rule, 40 CFR Parts 51 and 93:

Transportation control measure (TCM) is any measure that is specifically identified and committed to in the applicable implementation plan that is either one of the types listed in section 108 of the CAA, or any other measure for the purpose of reducing emissions or concentrations of air pollutants from transportation sources by reducing vehicle use or changing traffic flow or congestion conditions. Notwithstanding the first sentence of this definition, vehicle technology-based, fuel-based, and maintenance-based measures which control the emissions from vehicles under fixed traffic conditions are not TCMs for the purposes of this subpart.

Section 108(f)(1)(A) of the federal CAA lists the following sixteen measures as illustrative of TCMs. However, this list should not be considered exhaustive.

- Programs for improved use of public transit;

- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high occupancy vehicles;
- Employer-based transportation management plans, including incentives;
- Trip-reduction ordinances;
- Traffic flow improvement programs that achieve emission reductions;
- Fringe and transportation corridor parking facilities, serving multiple occupancy vehicle programs or transit service;
- Programs to limit or restrict vehicle use in downtown areas or other areas of emission concentration, particularly during periods of peak use;
- Programs for the provision of all forms of high-occupancy, shared-ride services;
- Programs to limit portions of road surfaces or certain sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place;
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of bicyclists, in both public and private areas;
- Programs to control extended idling of vehicles;
- Programs to reduce motor vehicle emissions, consistent with Title II of the Clean Air Act, which are caused by extreme cold start conditions;
- Employer-sponsored programs to permit flexible work schedules;
- Programs and ordinances to facilitate non-automobile travel, provision and utilization of mass transit, and to generally reduce the need for single-occupant vehicle travel, as part of transportation planning and development efforts of a locality, including programs and ordinances applicable to new shopping centers, special events, and other centers of vehicle activity;

- Programs for new construction and major reconstruction of paths, tracks or areas solely for the use by pedestrian or other non-motorized means of transportation, when economically feasible and in the public interest; and
- Programs to encourage the voluntary removal from use and the marketplace of pre-1980 model year light duty vehicles and pre-1980 model light duty trucks.

In addition to the types of measures listed above, other measures may be considered as TCM projects if they reduce emissions or concentrations of air pollutants from transportation sources by modifying vehicle use, changing traffic flow, or mitigating traffic congestion conditions. TCM projects may be voluntary programs, incentive-based programs, regulatory programs, as well as market- or pricing-based programs. However, all TCM categories must be listed in the applicable (EPA-approved) SIP to be considered TCMs.

It should be noted, however, that measures and projects that use technology to reduce emissions – such as innovations in fuel formulation technologies, or the promotion of zero-emission vehicles, or of alternative fueled engines – cannot be considered TCM projects. Roadway capacity enhancement projects are also not typically considered TCMs.

The transportation conformity process is designed to ensure timely implementation of TCM strategies, thus reinforcing the link between AQMP/SIPs and the transportation planning process. If a TCM cannot be implemented or is only partially implemented, the shortfall must be made up by either substituting a new TCM strategy or by enhancing other control measures through the substitution.

CRITERIA AND PROCEDURES FOR THE TIMELY IMPLEMENTATION OF TCMs

The Transportation Conformity Rule (40 CFR 93.113) states:

a) The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

(b) For transportation plans, this criterion is satisfied if the following two conditions are met:

(1) The transportation plan, in describing the envisioned future transportation system, provides for the timely completion or implementation of all TCMs in the applicable implementation plan which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws, consistent with schedules included in the applicable implementation plan.

(2) Nothing in the transportation plan interferes with the implementation of any TCM in the applicable implementation plan.

(c) For TIPs, this criterion is satisfied if the following conditions are met:

(1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding of TCMs over other projects within their control, including projects in locations outside the nonattainment or maintenance area.

(2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP

other than projects which are eligible for Federal funding intended for air quality improvement projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

(3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan.

APPLICABLE SIPS IN THE SCAG REGION

In the SCAG region, SIPs developed in the South Coast Air Basin and the Ventura County portion of the South Central Coast Air Basin contain TCM strategies and are subject to EPA's Transportation Conformity Rule analyses. The other SIPs do not contain any TCM strategies. The two SIPs with TCM strategies are:

2007 OZONE SIP (SCAB)

The 2007 Ozone AQMP for the SCAB was approved by the SCAQMD Board on June 1, 2007 and by the ARB as part of the SIP on September 27, 2007. Upon EPA's approval, the TCM projects stipulated in the 2007 Ozone SIP will become the applicable TCM categories for the SCAB. The TCM categories in the 2007 Ozone AQMP/SIP are consistent with the TCM01 categories established in the 1994 Ozone SIP.

2004 OZONE SIP (VENTURA COUNTY PORTION OF SCCAB)

The 2004 Ozone SUIP was approved by the Ventura County Air Pollution Control District (VCAPCD) on April 13, 2004 and by the ARB on April 21, 2004. The 2004 Ozone AQMP/SIP revision makes no changes to previously approved TCMs contained in the 1994 SIP (as amended in 1995).

The 2007 Ozone SIP for Ventura is currently being prepared by the ARB and the VCAPCD and is expected to be released before the end of 2007.

It is noted that the Ventura County SIP does not claim emission reduction credits from TCM projects. They have been included to assist transportation

and air quality agencies to identify projects that have the potential of reducing vehicle emissions, vehicle trips and vehicle miles traveled.

TCM REPORTING PROCESS IN THE SCAG REGION

Only those TCM-category projects that have been committed for implementation are considered for purposes of timely implementation reporting. As such, only those projects designated as TCMs in the first two years (the fiscally constrained portion) of the prevailing RTIP are considered for reporting. The projects reported on here are those TCM-category projects which have been committed to right-of-way acquisition, construction or implementation in the Fiscal Year 2006-07 and 2007-08 portions of the 2006 RTIP, which is the currently prevailing document. In addition, those TCM projects designated for reporting in previous RTIPs, and which are still under construction or implementation, will continue to be reported. Further, completed TCM projects are also reported. Thus, this Timely Implementation Report provides the programmed completion dates as set forth in the 2004 RTIP and 2006 RTIP and current status for the 2008 RTP.

Although project implementation remains an enforceable commitment by project sponsor agencies, SCAG is responsible for assuring the timely implementation of TCMs. Per a request from the federal agencies, beginning with the 2003 AQMP/SIP, SCAG began to develop a protocol for tracking currently anticipated project completion dates against previously reported completion dates, as provided by the County Transportation Commissions (CTCs). It is SCAG's intention that project completion dates reported when a TCM is first listed in an approved RTIP will be reported in all subsequent Timely Implementation Reports alongside any changes to these completion dates that may arise, until such a time as the project is completed or open to use. In this case, ongoing and completed projects include the date listed in the 2004 RTIP, which was the first RTIP to include this reporting requirement.

SCAG has traditionally relied on the established project status update process used for the RTP and the RTIP to provide the initial structure for the Timely Implementation Report. This data, which is submitted to SCAG by the CTCs,

is then tabulated into a draft Timely Implementation Report and then re-circulated to the CTCs so as to obtain the most current project information available with regard to implementation status. This final data on project implementation status, and on currently anticipated completion dates, is then used to establish the final Timely Implementation Report. SCAG's process integrates an assessment of the specific steps and funding sources needed to fully implement each TCM, and confirms that the projects are on or ahead of schedule; or, in the case that some particular project is delayed, the analysis establishes that the obstacles to implementation have been or are being overcome, and that the project is henceforth expected to be expeditiously implemented.

TIMELY IMPLEMENTATION OF TCM PROJECTS IN THE SCAG REGION

The federal Transportation Conformity Rule states that timely implementation is to be measured against the TCM projects in the applicable SIP. SCAG evaluates the TCM-category projects to determine the anticipated level and current status of implementation.

The enforceable commitment is to report on the funding and implementation of TCM projects in the first two years of the six-year RTIP. In each RTIP, TCM category projects roll forward and the enforceable commitment is automatically revised to encompass the first two-year schedule of TCM-category projects without the need for a SIP revision. The implementation status of each of these TCM projects then continues to be reported on in subsequent RTIPs, until the TCM project is reported as having been completed, or the suitably replaced or substituted project has been completed.

TCM FUNDING SOURCES

The following types of funding sources contribute to demonstrating timely implementation of TCM projects:

- SAFETEA-LU programs provide federal funds for eligible TCM projects under EPA requirements.

- TCMs are eligible expenditures under funds provided for the National Highway System (NHS), CMAQ, and the STP. TCMs listed in federal CAA Section 108 (f)(1)(A) [other than clauses xii and xvi] are specifically listed as eligible uses for federal funding.
- Under CMAQ, funds are targeted for TCMs and may not be used for projects that do not contribute to the attainment of NAAQS. CMAQ funds may not be provided for a project resulting in the construction of new capacity available to single occupancy vehicles, except on the HOV portion of a larger freeway project, or where the project consists of a HOV facility made available to single occupancy vehicles only during non-peak travel times.

SOUTH COAST AIR BASIN

The 2007 AQMP/SIP includes the following three TCM project categories:

- High Occupancy Vehicle (HOV) Measures,
- Transit and Systems Management Measures, and
- Information-based Transportation Strategies.

It should be noted that the TCM project categories in Appendix IV-C, Regional Transportation Strategy and Control Measures, of the 2007 Ozone AQMP/SIP, are consistent with those of TCM01 specified in the 1994 and subsequent Ozone SIPs, and are updated by the list provided in the Timely Implementation Report section of this document.

Finding

SCAG has determined that the 2008 RTP provides for the timely implementation of TCMs in the applicable SIP for the SCAB. Specifically, the committed TCM projects in the 2006 RTIP which are subject to Timely Implementation Reporting have been given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

VENTURA COUNTY PORTION OF SCCAB

The applicable TCM projects in Ventura County include the following strategies:

- Ridesharing
- Non-Motorized Strategies
- Traffic Flow Improvement Strategy
- Land Use Strategy Transit Strategies

Finding

SCAG has determined that the 2008 RTP provides for the timely implementation of TCM projects in the applicable Ozone SIP developed for the Ventura County portion of the SCCAB. Specifically, the committed TCM projects in the 2006 RTIP which are subject to Timely Implementation Reporting have been given funding priority, are expected to be implemented on schedule, and, in the case of any delays, any obstacles to implementation have been or are being overcome.

It is noted that the Ventura County SIP does not claim emission reduction credits from TCM projects. They have been included to assist transportation and air quality agencies identify projects that have the potential of reducing vehicle emissions, vehicle trips and vehicle miles traveled.

LISTING OF TCMS SUBJECT TO TIMELY IMPLEMENTATION AND COMPLETED/CORRECTED PROJECTS, BY COUNTY

The information in the following tables demonstrate timely implementation of TCMS (by county).

TABLE 51 LOS ANGELES COUNTY TCM REPORT

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
ALAMEDA TRANSPORTATION CORRIDOR AGENCY	LA0D45	SR-47 EXPRESSWAY:REPLACEMENT OF COMMODORE HEIM BRIDGE & ELEVATED 4-LANE EXPRESSWAY BETWEEN COMMODORE HEIM BRIDGE & ALAMEDA ST (SR-47). SAFETEA-LU # 712 & # 3797	2003/2005	2008	EIS expected to be reviewed and approved by Caltrans and FHWA by January 2008.
ANTELOPE VALLEY TRANSIT AUTHORITY	LA0D428	PURCHASE PROPERTY/CONSTRUCT PASSENGER TRANSFER STATION	N/A	2010	ROW acquisition; intend to obligate the funds prior to October 2008
BALDWIN PARK	LA0D281	DESIGN AND CONSTRUCT PARKING IMPROVEMENTS AT AND ADJACENT TO THE CITY'S EXISTING METROLINK STATION	N/A	2007	Award of design RFP expected in Dec 2007; design to commence Jan 2008.
BALDWIN PARK	LAE0076	CONSTRUCT ADD'L VEHICLE PARKING (200 TO 400 SPACES), BI-CYCLE PARKING LOT AND PEDESTRIAN REST AREA AT THE TRANSIT CENTER	N/A	2010	Baldwin Park Metrolink Transit Center recently granted \$4,200,000 through the STIP process. Metro staff working with Caltrans to obligate a portion of the STIP (LAFA141) funding to complete the Transit Center design. The allocation of funds is expected to be approved by the CTC in February 2008
BELL GARDENS	LA0F099	TRANSIT CENTER AND PARK AND RIDE; CONSIST OF BUS STOP AMENITIES INCLUDING NEW BUS SHELTER, BENCHES, LANDSCAPING ETC.THE TRANSIT CENTER WILL BE SUPPORTED BY A 283 SPACE PARK & RIDE	N/A	2009	Environmental Document/Pre-Design Phase (PAED)
BELLFLOWER	LA996275	WEST BRANCH GREENWAY MULTI-MODAL TRANS. CORRIDOR DESIGN AND CONSTRUCT 2.5 MILE CLASS I BIKE PATH ALONG MTA-OWNED SANTA ANA BRANCH ROW INCL. PEDESTRIAN AND LANDSCAPING (3145)	2006	2007	Project bids due November 14, 2007; award of contract scheduled for November 26, 2007. E-76 for construction in hand. Delays encountered largely related to requested changes from Caltrans in the license agreement between the City and the MTA for use of the property.
BURBANK	LAE0396	UPGRADE EXIST - REG,L TRANSIT & LAYOVER FACILITY ADJACENT TO THE BURBANK-GLENDALE-PASADENA AIRPORT. WILL FACILITATE TRANSFER OF PASSENGERS TO & FROM MANY GROUND TRANS. (PE ONLY)	N/A	2011	City of Burbank has produced a number of preliminary design alternatives
CALABASAS	LA0D322	TRANSIT FACILITY TO INCLUDE BUS MAINTENANCE STRUCTURE, BUS STORAGE, TRANSIT HUB, PARK-N-RIDE, TRAIL HEAD AND A VISITOR SERVING KIOSK.	N/A	2007	Land initially considered for project is too expensive; researching land purchase.
CALABASAS	LA974100	U.S. 101 INTERJURISDICTIONAL BIKE LANE GAP CLOSURE CONSTRUCTION 4.5 MILES OF BIKEWAY IMPROVEMENTS TO CLOSE SEVERAL GAPS WITHIN A 12 MILE CORRIDOR(TEA21-#69) (PPNO# 3147)	2003/2006	2007	Under construction

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	LA000357	FROM ROUTE 170 TO ROUTE 118 HOV LANES (10 TO 12 LANES) (CFP 345) (2001 CFP 8339; CFP2197). (EA# 121901, PPNO 0158K) (TCRP#41.2)	2008/2010	2010	Engineering/Plans, Specifications and Estimates (PS&E)
CALTRANS	LA000358	FROM ROUTE 134 TO ROUTE 170 HOV LANES (8 TO 10 LANES) (CFP 346)(2001 CFP 8355). (EA# 12181,12182,12183,12184 PPNO 0142F,151E,3985,3987) SAFETEA LU # 570	2012/2010	2010	Engineering/Plans, Specifications and Estimates (PS&E)
CALTRANS	LA000548	FROM PUENTE TO CITRUS HOV LANES FROM 8 TO 10 LANES (C-ISTEA 77720) (EA# 117080, PPNO# 0309N)	2030/2015	2015	Engineering/Plans, Specifications and Estimates (PS&E)
CALTRANS	LA01342	RT 10 FROM RT 605 TO PUENTE AVE HOV LANES (8+0 TO 8+2) (EA# 117070, PPNO 0306H) PPNO 3333 3382 AB 3090 REP (TCRP #40)	2008/2010	2011	Bid/Advertise Phase
CALTRANS	LA0B951	ROUTE 10 TO ROUTE 60 - EXPRESSWAY TO FREEWAY CONVERSION - ADD 1 HOV LANE AND 1 MIXED FLOW LANE . (2001 CFP 8349, TCRP #50) (EA# 210600, PPNO 2741) SAFETEA-LU # 3771 (TCRP#50)	2030/2010	2020	ROW acquisition
CALTRANS	LA0D73	LA MIRADA, NORWALK & SANTA FE SPRINGS-ORANGE CO LINE TO RTE 605 JUNCTION. WIDEN FOR HOV & MIXED FLOW LNS, RECONSTRUCT VALLEY VIEW (EA 2159A0, PPNO 2808) TCRP#42.2&42.1	2014	2016	Environmental Document/Pre-design Phase (PAED)
CALTRANS	LA963724	IN LA VERNE AND CLAREMONT, FROM FOOTHILL BOULEVARD TO SAN BERNAR- DINO COUNTY LINE - CONSTRUCT 8-LANE FREEWAY INCLUDING 2-HOV LANES (12620, 12640, 12630, 10501, 17210) 24270	2003	2009	Construction/Project implementation
CALTRANS	LA996134	RTE. 5/14 INTERCHANGE & HOV LNS ON RTE 14 - CONSTRUCT 2 ELEVATED LANES - HOV CONNECTOR (DIRECT CONNECTORS) (EA# 16800)(2001 CFP 8343) (PPNO 0168M)	2014/2009	2009	Bid/Advertise Phase
CALTRANS	LA996137	RTE. 60 HOV LNS. FROM RTE. 605 TO BREA CANYON RD. -- CONSTRUCT ONE HOV LANE IN EACH DIRECTION) (CFP: 358, 4262, 6137=67,150+IIP: 5,100) (EA#129410, 129421, PPNO 0482R,0482RA)	2008/2007	2010	Beginning project implementation
CARSON, CITY OF	LA0C8219	SOUTH BAY PAVILION REGIONAL TRANSIT CTR. CONSTRUCTION OF A TRANSIT CTR AT THE SOUTH BAY PAVILION SHOPPING CTR TO BE SERVED BY ALL 8 CARSON CIRCUIT RTES & MTA LINES #205 & #446-447.	2006	2010	Engineering/Plans , Specifications and Estimates (PS&E)

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CARSON, CITY OF	LAE0108	PURCHASE TWO TRIPPER BUSES TO RELIEVE OVERCROWDING DURING PEAK PERIODS. ROUTE G AND D, BLUELINE STATION AT DEL AMO BLVD/I-710 TO SOUTH BAY PAVILION MALL, DEL AMO BLVD	N/A	2010	On schedule
CARSON, CITY OF	LAE0132	PURCHASE OF ONE BUS.REPLACEMENT OF A 1983 CROWN DIESEL FUEL SCHOOL BUS WITH THE PURCHASE OF A NEW CNG-POWERED SCHOOL BUS. BUS WILL REDUCE EMISSIONS & CONTINUE TO PROVIDE TRANSPORTA	N/A	2011	On schedule
CARSON, CITY OF	LAE0407	PURCHASE ONE TROLLEY BUS VEHICLE FOR EXISTING SERVICE ALONG CARSON ST. BETWEEN THE HARBOR TRANSIT WAY STATION AND THE CARSON CIVIC CENTER AT AVALON BLVD	N/A	2010	On schedule
CARSON, CITY OF	LAE2932	213TH ST. PEDESTRIAN SIDEWALK BRIGE OVER DOMINGUEZ CHANNEL. CONSTRUCT 213TH ST. PEDESTRIAN BRIDGE TO PROVIDE SAFE PASSAGE FOR PEDESTRIANS & WHEELCHAIRS OVER DOMINGUEZ CHANNEL.	N/A	2010	On schedule
CLAREMONT	LA0D103	THE CITY AND THE REDEVELOPMENT AGENCY WILL EXPAND ON AN EXISTING PARKING FACILITY (500 PARKING SPACE) FOR ADDITIONAL USE BY TRANSIT PATRONS.	N/A	2006	Construction/Project Implementation.
COMPTON	LA0B7326	COMPTON CREEK BIKEWAY EXTSN - PHASE III.DSIGN & CNSTRUCT .6 MI OF CLAS 1 BIKE/PED PATH FRM GREENLEAF BL TO ARTESIA FWY.WILL INC BIKE PATH, PED WALKWAY SIGNAGE, STRPNG. (PPNO 2869).	2005/2006	2009	On schedule
CULVER CITY MUNI BUS LINES	LA0B400	PROCUREMENT OF FIVE (5) 40' CNG EXPANSION BUSES/420K PER BUS	2004	2008	In the process of planning for the implementation of a BRT and are trying to figure out how many buses needed for this program. Have optional add-on program from last bus procurement. Order for the buses will be placed once planning completed.
CULVER CITY MUNI BUS LINES	LA0C8382	SEPULVEDA BLVD BUS STOP IMPROVEMENT PROGRAM. BUS STOP AMENITIES INC LIGHTING SIGNAGE, LANDSCAPING, SHELTERS, SEATING, LANDINGS AND TRASH RECEPTACLES.	2008/2010	2010	Considering whether to proceed with the project

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION						
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS	
FOOTHILL TRANSIT ZONE	LA0B311	PARK AND RIDE FACILITY TRANSIT ORIENTED NEIGHBORHOOD PROGRAM SAFETEA-LU # 341 (E-2006-BUSP-092) (E-2006-BUSP-173)	2003/2005	2010	Environmental Document/Pre-Design Phase (PAED)	
FOOTHILL TRANSIT ZONE	LA963526	BUS STOP ENHANCEMENT	2005	2008	Construction/Project implementation	
FOOTHILL TRANSIT ZONE	LA9811007	AVL SYSTEM, ARRIVAL SIGNS, (SMART BUS PROJECT) AND LINE 187 SIGNAL PRIORITY	2005	2008	Engineering/Plans, Specifications and Estimates	
GARDENA	LA0D340	PURCHASE SIX (6) 40 FT. ALTERNATIVE FUEL BUSES FOR SERVICE EXPANSION. PART OF SAFETEA-LU TRANSIT PROJECT #260 ALONG WITH LA0D308, LA000507, AND LA0D307	N/A	2010	PAED Phase	
GLENDALE	LAE0001A	PURCHASE OF CNG BUSES FOR GLENDALE BEELINE TRANSIT SYSTEM	N/A	2010	Order additional 17 buses in 08/09	
LA CANADA-FLINTRIDGE	LA0C8159	LA CANADA FLINTRIDGE EAST/WEST BIKEWAY CORRIDOR. DESIGN AND CONSTRUCTION OF 3.42 MILES OF EAST/WEST DIRECTIONAL CLASS II BIKE LANES IN THE CITY OF LA CANADA FLINTRIDGE.	N/A	2008	Ongoing	
LONG BEACH	LA0C8163	BIKEWAY AND PEDESTRIAN IMPROVEMENTS. 1.2 MILE CLASS I BIKE/PED PATH FROM WALNUT AVE TO WILLOW ST AT THE BLUE LINE STATION. (PPNO# 3408)	2005	2008	Environmental Document/Pre-design Phase (PAED)	
LONG BEACH	LA0C8331	LONG BEACH WAYFINDING/TRANSIT CONNECTION PROGRAM OF SIGNS WILL BE PEDESTRIAN, VEHICULAR, A PARKING AND WILL INCLUDE MAPPING THAT DISPLAYS DESTINATIONS AND TRANSIT OPTIONS.	2004	2007	Project under construction and implementation.	
LONG BEACH	LAE1296	LONG BEACH INTELLIGENT TRANSPORTATION SYSTEM	N/A	2011	New Project	

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LONG BEACH PUBLIC TRANSPORTATION COMPANY	LA0C8383	LONG BEACH TRANSIT: BUS STOP IMPROVEMENT PROJ. ENHANCE 9 OF RAIL STATION FEEDER BUS STOPS TO EASE TRANSFERS, MAKE PUBLIC TRANSIT MORE AESTHETICALLY PLEASING & SAFER, INC RIDERSHIP.	2004	2010	Construction/Project implementation begins
LOS ANGELES COUNTY	LA0C8364	NORTH LA COUNTY NON-ADVERTISING BUS STOP SHELTERS. INSTALLATION OF BUS SHELTERS WITH SEATING AT BUS STOPS WITH GREATEST # OF DAILY BOARDING IN NORTH LOS ANGELES COUNTY. PPNO 3229.	2006/2007	2010	Still coordinating with local transit providers for shelter locations.
LOS ANGELES COUNTY	LA996285	SOUTH BAY BIKE TRAIL RECONSTRUCT AT PLAYA DEL REY - DESIGN AND RECONSTRUCT SEGMENT OF THE TRAIL AT DOCKWEILER STATE BEACH.	2005	2008	Project Construction Phase Completed
LOS ANGELES COUNTY	LA996289	SOUTH BAY BIKE TRAIL PED. ACCESS RAMPS/SIDEWALKS - DESIGN OF RAMPS, WALKWAYS TO PROVIDE ACCESS TO THE STH. BAY TRAIL AT DOCKWEILER STATE BEACH (2006 STIP)	N/A	2010	Preliminary Engineering
LOS ANGELES COUNTY MTA	LA0C10	MID-CITY/EXPOSITION CORRIDOR LIGHT RAIL TRANSIT PROJECT PHASE I TO VENICE-ROBERTSON STATION	2011/2012	2010	Construction
LOS ANGELES COUNTY MTA	LA0C8114	LA CNTY RIDESHARE SERVICES; PROVIDE COMMUTE INFO, EMPLOYER ASSISTANCE AND INCENTIVE PROGRAMS THROUGH CORE & EMPLOYER RIDESHARE SERVICES & MTA INCENTIVE PROGRAMS. PPNO 9003	2009	2010	Ongoing
LOS ANGELES COUNTY MTA	LA0C8413	METRO RAPID BUS STATIONS-PHASE II: INCLUDES COMMUNICATIONS & EQUIPMENT	2006/2007	2009	Ongoing installment of bus signal priority system
LOS ANGELES COUNTY MTA	LA29202U3	SAN FERNANDO VALLEY NORTH/SOUTH BRT EXTENSION PHASE I: METRO RAPID SERVICE ALONG RESEDA BLVD. AND SEPULVEDA BLVD. SAFETEA-LU # 183	2005	2009	Planning
LOS ANGELES COUNTY MTA	LA29202U4	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EXTENSION PHASE II: BUS SPEED IMPROVEMENTS ALONG METRO RAPID CORRIDORS AND EXPANSION OF EXISTING PARK & RIDE FACILITY.	2005/2007	2010	Planning
LOS ANGELES COUNTY MTA	LA29202U5	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EXTENSION PHASE III: STATION ACCESSIBILITY AND PEDESTRIAN ENHANCEMENTS ON RESEDA BLVD., SEPULVEDA BLVD., AND LANKERSHIM BLVD.	2005/2008	2010	Planning

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES COUNTY MTA	LA29202U6	SAN FERNANDO VALLEY NORTH/ SOUTH BRT EXTENSION PHASE IV: COMPLETION OF A NORTHBOUND BUS ONLY LANE ON A PORTION OF SEPULVEDA BLVD. AND OTHER IMPROVEMENTS.	2005/2009	2010	Planning
LOS ANGELES COUNTY MTA	LA29202V	EASTSIDE TRANSIT CORRIDOR - UNION STATION TO ATLANTIC VIA 1ST ST. TO LORENA, THEN 3RD ST. VIA 3RD/BEVERLY BLVD. TO ATLANTIC (EASTSIDE LRT PPNO 3358)	2009/2010	2010	Construction
LOS ANGELES COUNTY MTA	LA29202W	MID -CITY TRANSIT CORRIDOR: WILSHIRE BLVD. FROM VERMONT TO SANTA MONICA DOWNTOWN- MID-CITY WILSHIRE BRT INCL. DIV. EXPANSION	2009/2010	2014	Planning
LOS ANGELES COUNTY MTA	LA963542	ACQUISTION REVENUE VEHICLES - 2,513 CLEAN FUEL BUSES: LEASED VEH, FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS); FY05-FY10 TOTAL OF 1000 BUSES.	2005	2012	Bids will be advertised soon. 105 45' Comp CNG and 25 45' gas electric hybus, delivery 6/09. 94 ARTICS 6/07 delivered. 95 ARTICS expect to be delivered 6/08. FY02 (370) FY03 (30 HC) + FY04 (70 HC) + (200 ARTICS), all delivered.
LOS ANGELES COUNTY MTA	LA974083	CHANDLER/BURBANK BIKE PATH-WHITEOAK TO PIERCE COLLEGE A 3.2 MILE CLASS I BIKEWAY ON MTA'S CHANDLER/BURBANK RAIL RIGHT-OF-WAY WILL IMPROVE NON-MOTORIZED ACCESS (COMBINED W/LA974078)	2003/2007	2008	Construction/project implementation
LOS ANGELES COUNTY MTA	LA990305	LIGHT RAIL TRANSIT FLEET- 50 NEW RAIL CAR (26 EXP (10 FOR METRO GOLD LINE EASTSIDE & (16) FOR EXPOSITION LRT) 24 REPLACEMENT CARS - .PPNO 3225.	2010	2010	In-Production
LOS ANGELES COUNTY MTA	LAE0036	WILSHIRE/ VERMONT PEDESTRIAN PLAZA IMPROVEMENTS AND INTERMODAL PEDESTRIAN LINKAGES	N/A	2011	Completed fund transferred to buses
LOS ANGELES COUNTY MTA	LAE0195	DESIGN AND CONSTRUCT IMPROVED PEDESTRIAN LINKAGES BETWEEN LOS ANGELES PIERCE COLLEGE AND MTA'S RAPID BUS TRANSIT STOPS TO INCLUDE PASSENGER AMENITIES	N/A	2010	RC; will submit first application in a week or so. Have LUMP.
LOS ANGELES COUNTY MTA	LAE0276	MUSEUM OF LATIN AMERICAN ART, LONG BEACH TO BUILD INTERMODAL PARK AND RIDE FACILITY	N/A	2010	Metro cannot do this Museum trying to transfer/swap.
LOS ANGELES COUNTY MTA	LAE0388A	DESIGN AND CONSTRUCT IMPROVED PEDESTRIAN LINKAGES BETWEEN LOS ANGELES MISSION COLLEGE AND PUBLIC TRANSIT SERVICES TO INCLUDE LIGHTING, LANDSCAPING, AND PASSENGER AMENITIES	N/A	2010	RC; will submit application in Jan/Feb 2008.

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES REDEVELOPMENT AGENCY	LA0C53	HOLLYWOOD INTERMODAL TRANSPORTATION AND PUBLIC PARKING CENTER ON HAWTHORNE AVE. BETWEEN HIGHLAND AVENUE AND NORTH ORANGE DRIVE (EXIST 500 SP PARK STRUCTURE). TCRP#49.2	2004	2008	Environmental Document/Pre-design Phase (PAED)
LOS ANGELES, CITY OF	LA002738	BIKEWAY/PEDESTRIAN BRIDGE OVER LA R RIVER AT TAYLOR YARD CLASS I (CFP 738, 2077) (PPNO# 3156)	N/A	2009	Environmental Document/Pre-design Phase (PAED); E76 and CTC Allocation request for 06/07 funds have been completed
LOS ANGELES, CITY OF	LA0B7330	SAN FERNANDO RD ROW BIKE PATH PHSE II-CONSTRUCT 2.75 MILES CLASS I FROM FIRST ST TO BRANFORD ST, ON MTA-OWNED ROW PARALLEL TO SAN FERNANDO RD. LINK CYCLISTS TO NUMEROUS BUS LANE. PPNO 2868.	2005	2010	Project is in Final Design phase. Environmental documents have been completed.
LOS ANGELES, CITY OF	LA0C8164	EXPOSITION BLVD RIGHT-OF-WAY BIKE PATH-WESTSIDE EXTENSION. DESIGN AND CONSTRUCTION OF 2.5 MILES OF CLASS 1 BIKEWAY, LIGHTING, LANDSCAPING & INTERSECTION IMPROVEMENTS. (PPNO# 3184)	N/A	2009	Project is in the PAED (Preliminary Design) phase. E76 and CTC Allocation Request have been completed for 06/07 funds.
LOS ANGELES, CITY OF	LA0C8171	GAYLEY AVE BIKE LANES & STREET WIDENING. DESIGN AND CONSTRUCTION OF .25 MILES OF CLASS II BIKE LANES ON GAYLEY AVE FROM EXISTING BIKE LANES AT LEVERING AVENUE TO THE UCLA CAMPUS	N/A	2010	Working on feasibility study with UCLA. If an agreement cannot be made, will consider cancelling the project.
LOS ANGELES, CITY OF	LA0C8173	NORTHRIDGE METROLINK STN PARKING IMPROVEMENT. CONSTRUCT ADDITIONAL 100 PARKING SPACES & RECONFIGURE SOUTHERN PORTION OF EXISTING PARKING LOT TO YIELD AN ADDITIONAL 40 NET PARKING SPACES TOTAL 400 SPACES.	2007	2007	Project construction is in progress
LOS ANGELES, CITY OF	LA0C8209	HOLLYWOOD MEDIA DISTRICT-PED IMPROV. STREETSCAPE ELEMENTS: LANDSCAPING, PED LIGHT STAMPED CROWD, ON SANTA MONICA BLVD FROM VINE ST TO HIGHLAND & HIGHLAND FROM MELROSE TO FOUNTAIN	2005	2008	Engineering/Plans, Specifications and Estimates (PS&E)
LOS ANGELES, CITY OF	LA0C8242	BUS STOP IMPROVEMENTS ON SAN FERNANDO ROAD & TRC LIGHTING; ENHANCE PASSENGER FACILITIES AT VARIOUS BUS STOPS WITH GREATEST NUMBER OF DAILY BOARDINGS ON EAST SIDE OF SAN FERNANDO RD.	2008	2010	Engineering/Plans, Specifications and Estimates (PS&E); Funding has changed. MTA and Bureau of Street Lighting has entered into an MOU with PC25 funds. Amendment to take place in the future to include this project in the 06/07 FTIP.
LOS ANGELES, CITY OF	LA974165	MACARTHUR PARK STATION IMPROVEMENTS INCLUDE DESIGN AND CONSTRUCTION OF A PLAZA TO ACCOMMODATE PUBLIC ACCESS (PEDESTRIAN ENTRANCES, WALKWAYS, BICYCLE FACILITIES) PPNO# 3417	2002/2007	2002	Project complete - transferred to Metro

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES, CITY OF	LAE0566	EXPANSION OF LAX REMOTE TERMINAL FLYAWAY SHUTTLE BUS SYSTEM. LAWA AIRPORTS WILL OPERATE BUSES BETWEEN THESE PARK-N-RIDE LOTS AND L.A. INTERNATIONAL AIRPORT. SITES BEING CONSIDERED	N/A	2011	Bid/Advertise Phase
LOS ANGELES, CITY OF	LAE0567	LAX INTERMODAL TRANSPORTATION CENTER RAIL & BUS FACILITIES AT THE NORTHEAST CORNER OF AVIATION BLVD AND IMPERIAL HWY. INCLUDES PEDESTRIAN CONNECTION TO THE EXISTING GREEN LINE	N/A	2010	Environmental document/pre-design phase (PAED)
MONROVIA	LAE0039	TRANSIT VILLAGE - PROVIDE A TRANS. FACILITY FOR SATELLITE PARKING FOR SIERRA MADRE VILLA GOLD LINE STA, P-N-R FOR COMMUTERS, A FOOTHILL TRANSIT STORE.	N/A	2010	With publication of Draft EIR for the Transit Village Development area, projects are being defined with scope of works developing within the 6 months, with design/construction documents to follow. Construction to begin within 6-9 months.
MONTEBELLO	LA0D287	PURCHASE OF 29 REPLACEMENT BUSES. GASOLINE-ELECTRIC HYBRID LOW FLOOR 40' COACH. PURCHASE OF 6 EXPANSION BUSES. GASOLINE-ELECTRIC HYBRID LOW FLOOR 40' COACH	N/A	2009	On schedule
MONTEBELLO	LA55201	CONTINUING PROJECT - BUS STOP IMPROVEMENTS ,AMENITIES ,SHELTERS ,ETC	2010	2010	Construction/Project implementation
PASADENA	LA0D372	SOUTH ACCESS PEDESTRIAN BRIDGE TO SIERRA MADRE VILLA LIGHT RAIL STATION. THIS PEDESTRIAN BRIDGE OVER THE ROUTE 210 FREEWAY WILL PROVIDE A DIRECT AND SAFE APPROACH FOR PEDESTRIANS	N/A	2007	Engineering (PS&E) Phase PS&E. ROW completion – Jan. 2009, Construction completion - June 2010. Required revisions to design to comply with new AASHTO standards.
PASADENA	LAE3790	THE PASADENA ITS INTEGRATES 3 COMPONENTS; TRAFFIC SIGNAL COMMUNICATION AND CONTRL, TRANSIT VEHICLE ARRIVAL INFO AND PUBLIC PARKING AVAILABILITY INFO. SAFETEA-LU PRJ #3790 AND #399	N/A	2010	Preliminary Engineering – Environmental Documentation/ Pre-Design Phase (PAED). PS&E/ROW completion – June 2008, Construction completion - June 2009.
REDONDO BEACH	LA0D299	ACQUISITION OF (6) ALTER FUEL TRANSIT/PARATRANSIT VEHICLES NOT TO EXCEED 35' SAFETEA-LU TRANSIT #251	N/A	2010	First Vehicle/Equipment Delivered
SAN FERNANDO	LAE0127	PROCUREMENT OF (3) CNG TRANSIT VEHICLES AND RELATED INFRASTRUCTURE EQUIPMENT FOR FIXED ROUTE PUBLIC TRANSPORTATION.	N/A	2010	Engineering/Plans, Specifications and Estimates (PS&E)

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SAN GABRIEL VALLEY COG	LA0C57	ACE/GATEWAY CITIES-CONSTRUCT GRADE SEP. AT PASSONS BLVD IN PICO RIVERA (& MODIFY PROFILE OF SERAPIS AV.)(PART OF ALAMEDA CORR EAST PROJ.)SAFETEA-LU HPP # 1666 (TCRP #54.3)	2006	2010	Engineering/Plans, Specifications and Estimates (PS&E)
SAN GABRIEL VALLEY COG	LA990359	GRADE SEP XINGS SAFETY IMPR; 35- MI FREIGHT RAIL CORR. THRGH SAN.GAB. VALLEY - EAST. L.A. TO POMONA ALONG UPRR ALHAMBRA &L.A. SUBDIV - ITS 2318 SAFETEA #2178;1436 #1934 PPNO 2318	2003/2009	2010	Construction/Project implementation begins
SANTA CLARITA	LA0C8130	INCIDENT MANAGEMENT - TRAVELER INFORMATION SUBSYSTEM; INSTALLATION OF SYSTEM DETECTORS, FIBER OPTIC CABLE, CCTV'S, AND TRAVELER INFO SYSTEM VIA WEBSITE, EMAIL OR CELL PHONE.	2006	2008	Environmental/design complete, awaiting RTIP Amendment #10 so the Caltrans Request For Authorization (E-76) can be submitted. LOA amendment complete. Scheduled completion date 2008, after E-76 estimated to be received in January, award in February, construction begin in March. Delay due to supplemental Call funds received during design and making allotments for the additional funds, and delay due to waiting for RTIP amendment to show supplemental Call funds.
SANTA CLARITA	LA0C8156	SANTA CLARITA REG'L COMUTR TRAIL - I-5 TO RAILROAD BRIDGE & FROM RAILROAD BRIDGE TO ANZA DRIVE- CONSTRUCT & ACQUISITION OF 1.0 MI OF CLASS I BIKE PATH (PPNO 3127). NON-CAP.	2006	2008	Request for Authorization (E-76) submitted to Caltrans on October 2, awaiting Caltrans approval. CTC Allocation complete, LOA amendment being revised by Metro. Delay due to scope clarification for CTC Allocation request and obtaining Caltrans clearance to get on CTC agenda.
SANTA CLARITA	LA0D363	SANTA CLARITA TRANSIT PHASE 2 - EXPANSION BUSES - (9) LOCAL TRANSIT CNG BUSES & (4) OVER THE ROAD COMMUTER BUSES.	N/A	2009	This project will continue for several years while we implement our recently adopted Transportation Development Plan (TDP). Additional federal funds will be added at a later time during a TIP Amendment.
SANTA CLARITA	LA0F018	PURCHASE (2) EXPANSION BUSES FOR ROUTE 8 TO THE SAN FERNANDO VALLEY	N/A	2009	These funds are a "JARC" earmark and not eligible for bus procurement. We need to have the intent of the earmark changed. The project is on hold. Delay is because the FTA will not accept using these funds for bus procurement, they must be used for Guaranteed Ride Home.
SANTA FE SPRINGS	LA0F096	NORWALK SANTA FE SPRINGS TRANSPORTATION CENTER PARKING EXPANSION AND BIKEWAY IMPROVEMENTS. PROVIDE ADDITIONAL 250 PARKING SPACES FOR TRANSIT CENTER PATRONS AND IMPROVE	N/A	2009	ROW Acquisition

LOS ANGELES COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SANTA MONICA	LA57101	BUS FACILITY IMPROVEMENTS	2005	2010	Construction/Project implementation begins
SANTA MONICA MUNICI- PAL BUS	LAE0364	CONSTRUCT INTERMODAL PARK AND RIDE FACILITY AT SANTA MONICA COLLEGE CAMPUS ON SOUTH BUNDY DRIVE NEAR AIRPORT AVENUE	N/A	2010	Engineering/Plans, Specifications and Estimates (PS&E)
SCRRA/LACMTA/SANBAG	LA0D375	DESIGN & CONSTRUCTION OF PEDESTRIAN ACCESS AT COVINA METROLINK STATION, AT THE SAN BERNARDINO LINE ROW, & DOUBLE TRACKING APPROACHING STATION. PROJECT IS IN LA COUNTY	N/A	2008	On schedule
WEST COVINA	LAE1407	PLAZA DRIVE FROM VINCENT AVE. TO CALIFORNIA AVE. INCLUDING INSTALLATION OF TRAFFIC SIGNAL SYS AT INTERSECTION OF PLAZA DR. & CALIF. THE SYNC. OF TWO TRAFFIC SY, & ADD TURN LANES.	N/A	2009	The project is in the latter part of the design phase. City received the environmental clearance on 12/26/06 and authorization for Preliminary Engineering on 5/8/07.
WESTLAKE VILLAGE	LA960142	LINDERO CANYON ROAD FROM AGOURA RD TO JANLOR DR CON-STRUCT BIKE PATH, RESTRIPE STREET, INTERSECTION WIDENING, SIGNAL COORDINATIONG (TEA21-#65)	2003/2005	2008	The entire project will be done in four phases, each defined by a physical boundary with the overall project limit; Phase 1A, 1B, 2A, and 2B. Phase 2A construction has been completed, Phase 2B design is near completion, Phase 1B design is near completion, and Phase 1A design has recently started.
WHITTIER	LA0B7322	WHITTIER GREENWAY TRAIL-ACQUISITION, DESIGN, AND CON-STRUCTION MANAGEMENT OF 2 MILES CLASS I BIKE/PED PATH ON AN ABANDONED RAIL ROW FROM NORWALK TO FIVE POINTS.PPNO 2872	2004	2008	Construction/Project implementation begins
WHITTIER	LA0C8161	WHITTIER GREENWAY TRAIL: PICKERING BRIDE SEG 1 DEVT& SEG 3 P/E & DEVT. DESIGN, CONST& ACQUIST OF 2.86 MLES CLASS I BIKE/ PED FAC ON ABANDONED ROW IN WHITTIER PPNO#3440-EA07-932045	2008	2008	Construction/Project implementation begins

LOS ANGELES COUNTY COMPLETED/CORRECTED PROJECTS					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	LA996138	RTE.5 HOV LNS. FROM FLORENCE AVE TO RTE.19 - ADD ONE LANE IN EACH DIRECTION	2025/2016	2016	Not a TCM – not in first two years of TIP
CALTRANS	LAE2577	WIDEN I-5 TO 10 LANES AND IMPROVE CORRIDOR ARTERIALS, SR-91 TO I-710. STUDY NORWALK, SANTA FE SPRINGS, DOWNEY, MONTEBELLO, & COMMERCE: ON I-5, CONDUCT PLAN'G, ENV. STUDIES FOR WIDEN'G W/HOV & MIXED FLOW LNS FROM I-605 TO I-710.(EA2159E, 2159F, PPNO 2808C, 2808D)PAED ONLY	2025/2016	2016	Not a TCM – study only
FOOTHILL TRANSIT ZONE	LA0C8362	EL MONTE STATION IMPROVEMENT PROJECT AND TRANSIT STORE EQUIPMENT	2005	2007	Project is complete
LOS ANGELES COUNTY	LA962214	PACIFIC COAST HIGHWAY TRAFFIC MANAGEMENT SYSTEM FROM MCCLURE TUNNEL TO TRANCAS CANYON RD TRAFFIC MAN. & BUS SPEED IMPROVEMNT(TEA21-#707). LACDPW LEAD AGENCY INSTEAD CALTRANS.	2003/2005	2006	The TCM portion, which was TSSP work, is completed. Billed Caltrans for that portion. The Prop C portion was an ITS project. Caltrans and the County could not reach an agreement on the design and implementation. The project was cancelled.
LOS ANGELES COUNTY	LA990353	ALAMEDA CORRIDOR EAST - NOGALES ST GRADE SEP (T21-491, SGVCG)	2006	2008	Project Complete
LOS ANGELES COUNTY	LA996288	SAN GABRIEL RVR. BIKE TRAIL REHAB PHASE I - FROM WHITTIER NARROWS DAM TO FLORENCE AVE.	2005	2006	Project Complete
LOS ANGELES COUNTY MTA	LA000274	FROM SEPULVEDA TO MORENO CONSTRUCT DIVIDED PKWY WITH TRANSIT PKWAY IMPROVEMENTS, BIKE LANES & RT. 2/405 INTERCHANGE (94CFP; CAT. 2, 210, 98STIP00027) TEA21-#1531	2003/2005	2007	The Project is now being implemented by the City of Los Angeles
LOS ANGELES COUNTY MTA	LA01B120	EXPANSION OF DIVISION 1 TO ADD ADDITIONAL CAPACITY OF APPROX 67 BUSES AND ADDITIONAL PARKING SPACE OF EMPLOYEES. ACQUISITION OF A VACANT PARCEL SOUTH OF DIV 1	2003/2005	2007	Completed 06/06
LOS ANGELES COUNTY MTA	LA29202U1	SAN FERNANDO VALLEY E/W BRT (FROM TERMINUS OF METRO RED LINE IN NO HOLLYWOOD TO WARNER CTR)14-MILE EXCLUSIVE BUS LANES AT FORMER RAIL RD ROW (PPNO 3333 AB3090REP) SAFETEA-LU # 326	N/A	2010	Project Complete 10/05
LOS ANGELES COUNTY MTA	LA29212XY	METRO RAIL GOLD LINE EXTENSION- PASADENA TO MONTCLAIR 24- MILE, 12- STATION LRT EXTENSION. SAFETEA-LU # 285 LEAD AGENCY WILL CHANGE TO METRO GOLD LINE	N/A	2014	NOT A TCM - No funding for ROWE or construction in first two years of RTIP
LOS ANGELES, CITY OF	LA0C8241	PICO UNION/ECHO PARK DASH VEHICLE PROCUREMENT. PURCHASE (3) LOW-FLOOR, PROPANE-POWERED 30' BUSES FOR THE PICO/ UNION ECHO PARK SHUTTLE SERVICE.	2004/2010	2010	All vehicles/equipment delivered

LOS ANGELES COUNTY COMPLETED/CORRECTED PROJECTS					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
LOS ANGELES, CITY OF	LA0C8385	EL SERENO DASH PROCUREMENT. PURCHASE (2) LOW-FLOOR, PROPANE POWERED, 30' FOOT BUSES FOR THE EL SERENO DASH SERVICE.	2008	2010	All vehicles/equipment delivered
PASADENA	LA974129	PASADENA GOLD LINE COMMUNITY LINKAGES PEDESTRIAN IMPROVEMENTS TO TWO PLANNED METRO PASADENA GOLD LINE STATIONS WITHIN THE CITY (PPNO# 3422)	2003/2006	2008	Completed

TABLE 52 ORANGE COUNTY TCM REPORT

ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
ANAHEIM	ORA000100	GENE AUTRY WAY WEST @ I-5 (I-5 HOV TRANSITWAY TO HASTER) ADD OVERCROSSING ON I-5 (S)/MANCHESTER AND EXTEND GENE AUTRY WAY WEST FROM I-5 TO HASTER (3 LANES IN EA DIR.)	2004	2009	City is updating environmental documents and beginning ROW.
ANAHEIM	ORA120318	ANAHEIM REGIONAL TRANS INTERMODAL CENTER (ARTIC) - PLANNING AND ENV PHASE - INCLUD EXPAND OF EXIST AMTRAK/METROLINK STATION AT ANA STAD TO PROVIDE ACCESS W/ TRANS SVC	N/A	2010	Funds programmed for ROW in 06/07 and construction from 06/07 through 08/09.
CALTRANS	ORA000193	HOV CONNECTRS ON 22/405 BTWN SEAL BCH BL. & VALLEY VIEW & ON 405/605 BTWN KATELLA AVE & SEAL BCH BL. W/2ND HOV LN IN EA DIR ON 405 BTWN CON-NECTRS EA071631 DUAL LD CALTRANS-OCTA	2010	2013	Project is currently in design phase. ROW will begin this FY.
FULLERTON	ORA020113	FULLERTON TRAIN STATION - PARKING STRUCTURE, PHASE I AND II. TOTAL OF 500 SPACES (PPNO 2026)	2004	2008	Project is in design phase and ROW is scheduled to start this FY. Construction funding was delayed as part of STIP. No alternate funding is available.
OCTA	ORA000104	PARKING EXPANSION AT IRVINE TRANSPORTATION CENTER; BUILD 1500-CAR PARKING STRUCTURE, INCLUDING ENVIRONMENTAL, DESIGN AND CONSTRUCTION. PPNO 9511	2007	2007	Interim 500-car parking lot was completed in 6/07. Construction of new 1500-car parking structure commenced in 7/07. Projected completion date in or around 9/08. Delay to start of construction was due to having to satisfy The Irvine Company's design requirements for a facility that has design features and mixed use occupancies not readily accommodated by existing codes and design standards used at the City of Irvine or contained in The Irvine Company's guidelines.
OCTA	ORA110501	BUS RAPID TRANIST - 28MI FIXED BRT FRM BREA MALL TO IRVINE TRANS CNTR. INCLUDES STRUCTURES, (32) ROLLING STOCK, AND FEEDER SVC & IBC SHUTTLE- CNG SHUTTLES FROM JWA TO IBC.	2010	2010	Project is in design phase. The RFP's for Design - Service Bus Stop Modifications Technology System Design were let in October 2007.
OCTA	ORA120531	BUS RAPID TRANIST (HARBOR BOULEVARD BRT) - 19MILE FIXED RT BRT BETWEEN FULLERTON AND COSTA MESA; INCLUDES STRUCTURES AND (23) ROLLING STOCK	N/A	2011	The RFP's for Design - Service Bus Stop Modifications Technology System Design were let in October 2007.

ORANGE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	DESCRIPTION	2004 RTP/RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
OCTA	ORA120532	BUS RAPID TRANIST (WESTMINSTER/17TH BRT) - 22MILE FIXED RT BRT BETWEEN SANTA ANA AND LONG BEACH; INCLUDES STRUCTURES AND (23) ROLLING STOCK	N/A	2011	The RFP's for Design - Service Bus Stop Modifications Tech- nology System Design were let in October 2007.
OCTA	ORA65002	RIDESHARE SERVICES RIDEGUIDE, DATABASE, CUSTOM- ER INFO, AND MARKETING (ORANGE COUNTY PORTION).	N/A	2010	Ongoing
ORANGE COUNTY TRAN- SIT DISTRICT	ORA041501	PURCHASE (82)STANDARD 30FT EXPANSION BUSES - ALTERNATIVE FUEL - (17) IN FY06-07, (26) IN FY07-08, (24) IN FY08-09, (10) IN FY09-10, (2) IN FY10-11, AND (3) IN FY11-12	N/A	2012	Ongoing
ORANGE COUNTY TRAN- SIT DISTRICT	ORA041502	PURCHASE (45) PARATRANSIT EXPANSION MINIVANS - (4) IN FY07-08, (11) IN FY08-09, (12) IN FY09-10, AND (8) IN FY10-11 AND (10) IN FY11-12	N/A	2012	Ongoing
ORANGE COUNTY TRAN- SIT DISTRICT	ORA55241	PURCHASE (71) STANDARD 40 FT EXPAN ALT FUEL BUSES - (7) IN FY08-09, (35) IN FY09/10, AND (29) IN FY10-11	2007/2010	2012	Ongoing
TCA	ORA052	(FTC-S) (I-5 TO OSO PKWY) (15MI) 2 MF EA. DIR BY 2010; AND 1 ADDITIONAL M/F EA. DIR. PLS CLMBNG & AUX LANES AS REQ BY 2020 PER SCAG/TCA MOU 4/05/01. #1988	2015/2010	2010 (Phase 1 only)	Selection of preferred alternative 2/23/06; proceeding to construction with initial phase opening in 2013, second phase opening in 2030; ROD pending 6/08
TCA	ORA051	(FTC-N) (OSO PKWY TO ETC) (13MI) EXISTING 2 MF IN EA. DIR, 2 ADDITIONAL M/F LANES, PLS CLMBNG & AUX LANS AS REQ BY 2015 PER SCAG/TCA MOU 4/05/01.	2015/2010	2010 (Phase 1 only)	Ongoing implementation of AVO monitoring requirements of SCAG/TCA MOU
TCA	ORA050	ETC (RTE 241/261/133) (RTE 91 TO I-5/JAMBOREE) EXISTING 2 M/F EA.DIR, 2 ADD'L M/F IN EA. DIR, PLUS CLIMB AND AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/05/01.	2015/2010	2010 (Phase 1 only)	Ongoing implementation of AVO monitoring requirements of SCAG/TCA MOU
TCA	10254	SJHC, 15 MI TOLL RD BETWEEN I-5 IN SAN JUAN CAP- ISTRANO & RTE 73 IN IRVINE, EXISTING 3/M/F EA.DIR.1 ADD'L M/F EA DIR, PLUS CLIMBING & AUX LNS AS REQ, BY 2015 PER SCAG/TCA MOU 4/5/01	2015/2008	2008 (Phase 1 only)	Ongoing implementation of AVO monitoring requirements of SCAG/TCA MOU
VARIOUS AGEN- CIES	ORA990906	LUMP SUM. TEA FUNDS FOR BICYCLE AND PEDESTRIAN FACILITY PROJECTS THROUGHOUT ORANGE COUNTY (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126,127,128, EXEMPT TABLES 2 & 3)	2009	2009	All projects are proceeding as scheduled.

ORANGE COUNTY COMPLETED/CORRECTED PROJECTS					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
BUENA PARK	ORA55286	COMMUTER RAIL STATION (DALE STREET AND LAKEKNOLL AVENUE) IN BUENA PARK. CONSTRUCT NEW RAIL STATION. 308 PARKING SPACES.	2006	2006	Construction completed 8/07. Station open to commuter rail service on 9/4/07. Administrative completion under way to close out cooperative agreement, including project audit and preparation of FTA performance report.
GARDEN GROVE	ORA981104	RECONSTRUCT HARBOR BLVD INTERCHANGE. 4 LANES EACH DIRECTION (1/4 MILE BEFORE AND AFTER SR-22 RAMPS) 2 HOV LNES(1 E/B & 1 W/B) AND PROPOSED SR-22 HOV LANES.	2007/2004	2007	Completed
OCTA	ORA000195	ON SR-22 (Valley View TO SR55) ADD 2 HOV LANES/1 EA DIR (FRM 0 - 2) & 2 AUX LANES/1 EA DIR (FRM 0- 2) (I-5 TO BEACH) & OPERATING IMPROVMENTS (SEE COMMENTS) TCRP PAYBACK WHEN AVAILABLE	2007	2008	Project complete and certified.

TABLE 53 RIVERSIDE COUNTY TCM REPORT

RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLE- TION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CALTRANS	0121D	ON I-215/SR91/SR60, RIV I215 COR IMPROV PROJ - FROM 60/91/215 JCT TO 60/215 SPLIT - WIDEN 6 TO 8 LNS, INCLUDING MAINLINE/IC IMPROVS, ADD HOV, AUX, & SB TRUCK CLIMB LN (EA: 3348U1)	2006/2007	2009	Project under construction – construction completion scheduled for December 2009.
CALTRANS	RIV061163	ON I-15 (R0.0 to R41.8) & I-215 (R8.4 to R38.5): INSTALL APPROX. 75 VEHICLE DETECTION STATIONS FOR IMPROVED INCIDENT RESPONSE, TRAFFIC DATA COLLECTION, & TRAVELER INFO (EA: 0J710G)	N/A	2008	The project is currently in the pre-construction phase. PA/ED and PS&E have been completed; draft coop. agreement has been prepared. The project is scheduled for completion in September 2008. (The project was scheduled to be completed in June 2008, but due to a contractor mobilization vs. order/delivery time for the light poles, the project was extended for 90-days.)
CORONA	RIV010227	CORONA ADVANCED TRAFFIC MANAGEMENT SYSTEM (ATMS) - AND REGIONAL ITS INTEGRATION PHASE 1 AND 2	2005	2010	Phase I completed. 2008 RTIP to reflect Phase 2 portion.
RCTC	RIV010212	ON SR91 - ADAMS TO 60/215 IC: ADD HOV LNS, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS	2002	2013	Environmental document signed on Aug. 31, 2007. Project is in design and right-of-way phase. Estimated completion is 2015.
RCTC	RIV011211	AT N. MAIN ST/E. GRAND BLVD - CONSTRUCT NEW 1,000 SPACE PARKING STRUCTURE & CCTV/SEC ENHANCE. AT CORONA N. MAIN METROLINK STN (EA: CORSTN, PPNO: 0079D) (FY 07 5307) (UZA: RIV-SAN)	2005	2011	Project is currently being advertised for construction. The contract award date is November 14, 2007; project completion is May 2009.
RCTC	RIV050555	ON I-215 (N/O EUCALYPTUS AVE TO S/O BOX SPRINGS RD) & SR60 (DAY ST TO SR60/I-215 JCT): RECONSTRUCT JCT TO PROVIDE 2 HOV DIRECT CONNECTOR LNS (SR60 PM: 12.21 to 13.31) (EA: 449311)	2011	2011	Project is in design phase. Estimated completion date is 04/27/2012.
RCTC	RIV051006	IN WESTERN RIVERSIDE COUNTY FOR CARE CONNEXUS INC.: PURCHASE 1 EXPANSION LARGE BUS (APPROX 16 PASSENGERS, GAS/DIESEL) W/ LIFT AND TIEDOWNS (5310 FY 05/06 CYCLE)	N/A	2009	Vehicles order completed 05/11/2007; target vehicle delivery is 03/31/2008.
RCTC	RIV061149	IN WESTERN RIVERSIDE COUNTY FOR PEPPERMINT RIDGE - PURCHASE 2 EXPANSION MODIFIED VANS (APPROX 8 PASS EACH, GAS/DIESEL) (FY 06/07 5310 CYCLE)	N/A	2010	Vehicles not yet ordered – order is estimated to occur by May 2008.

RIVERSIDE COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLE- TION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
RCTC	RIV061162	AT DOWNTOWN RIVERSIDE METROLINK STATION FOR UCR (CE-CERT): IMPLEMENT UCR INTELLISHARE SYSTEM (INTELLIGENT SHARED-USE VEHICLE SYSTEM) AT 2 DESIGNATED PARKING SPACES	N/A	2007	
RCTC	RIV520109	RECONSTRUCT & UPGRADE SAN JACINTO BRANCH LINE FOR RAIL PASSENGER SERVICE (RIVERSIDE TO PERRIS) (PERRIS VALLEY LINE) (FY 07 5307) (UZA: RIV-SAN)	N/A	2012	Draft EA completed in July 2004. Alternative analysis has also been completed. Project is in the PA//ED phase – working on the environmental assessment; waiting to begin preliminary engineering. FTA Small Starts funding approval must be secured prior to start of the PE. Estimated completion date is 12/1/2010.
RCTC	RIV520111	REGIONAL RIDESHARE	N/A	2009	On-going program for implementation of rideshare activities over life of Measure A (through 2039).
RIVERSIDE TRAN- SIT AGENCY	RIV051005	IN WESTERN RIVERSIDE COUNTY FOR RTA: PURCHASE 10 EXPANSION MINIVANS (APPROX 5 PASSENGERS EACH, GAS/DIESEL) (5310 FY 05/06 CYCLE)	N/A	2009	5310 order changed to 7 Type II – DAR vehicles. Vehicles ordered; delivery expected by 2009.
RIVERSIDE TRAN- SIT AGENCY	RIV061121	IN WESTERN RIVERSIDE COUNTY FOR RTA: INSTALL AUTOMATED TRAVELER INFORMATION SYSTEM (ATIS) ON VARIOUS FIXED ROUTE VEHICLES (Approx 97) (SAFETEA LU Earmark -#171, E-2006-BUSP-157)	N/A	2008	Project progressing forward – revised completion date per lead agency is 12/30/09.
RIVERSIDE TRAN- SIT AGENCY	RIV061135	IN WESTERN RIV COUNTY FOR RTA: INSTALL AUTOMATED TRAVELER INFORMATION SYSTEM (ATIS) ON VARIOUS FIXED ROUTE VEHICLES AND AT APPROX 60 STOPS (SAFETEA LU #171, E-2007-BUSP-0107)	N/A	2009	On schedule.
SOUTHERN CALIF REGIONAL RAIL AUTHORITY	RIV011242	PURCHASE EXPANSION ROLLING STOCK (2 CAB CARS AND 3 LO-COMOTIVES) FOR METROLINK IEOC AND RIVERSIDE/FULLERTON/LA LINES (EA: RIVFUL, PPNO: 0079E)	2004/2009	2009	Project is being implemented – the rolling stock contractor was issued a notice to proceed with design & construction of the new cars on 4/13/06. Scheduled completion date is 8/1/2010. The project delay is due to the initial procurement that was protested, causing a significant delay in issuing a second RFP and awarding the contract.
TEMECULA	RIV62029	AT HWY 79 SO AND LA PAZ ST: ACQUIRE LAND, DESIGN AND CONSTRUCT PARK-AND-RIDE LOT - 250 SPACES (FY 05 HR4818 EARMARK)	2004/2007	2009	The project is in design phase; 30 % of the design plans have been completed. Design phase is estimated to be completed by June 2008; bid advertisement/award and construction to follow.

RIVERSIDE COUNTY COMPLETED/CORRECTED PROJECTS					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
RCTC	RIV020902	IN WEST RIV CO FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER - PURCHASE 1 EXPANSION 20' MODIFIED VAN, 1 EXPANSION 22' MEDIUM BUS, AND 2 RADIOS - SECTION 5310 FY 02/03 CYCLE	2004	2008	Vehicles Delivered - Project Complete.
RCTC	RIV030902	IN WESTERN RIVERSIDE COUNTY FOR EXCEED, A DIVISION OF VALLEY RESOURCE CENTER - PURCHASE 2 EXPANSION SMALL BUSES AND 1 EXPANSION MINIVAN (5310 FY 03/04 CYCLE)	N/A	2008	Vehicles Delivered – Project Complete.
RCTC	RIV051201	IN CORONA - IMPLEMENT NEW 60 SPACE PARK-AND-RIDE LOT (via annual lease agreement) AT FAITH BIBLE CHURCH AT 1114 W. ONTARIO AVE (TCM substitution for Corona's 3 expansion buses)	N/A	2009	Project implemented – ride share lot at 90% capacity.
RCTC	RIV070303	ON SR60 IN NW RIV CO: IMPLEMENT EXPANDED SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #7 PATROL , 2 TRUCKS) BETWEEN MILIKEN AVE & MAIN ST (SR60 HOV LN CHANGE TCM SUBSTITUTION PROJECT)	N/A	2010	Project implemented/active March 2007. Daily service provided (Monday – Friday)
RCTC	RIV070304	ON I-215 IN SW RIV CO: IMPLEMENT NEW I-215 FREEWAY SERVICE PATROL (FSP) (BEAT #19, 2 TRUCKS) BETWEEN SR74/4TH ST AND ALESSANDRO BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	N/A	2010	Project implemented/active August 2007. Daily service provided Monday – Friday.
RCTC	RIV070307	ON SR60 IN MORENO VALLEY: IMPLEMENT NEW SR60 FREEWAY SERVICE PATROL (FSP) (BEAT #8, 2 TRUCKS) BETWEEN DAY ST AND REDLANDS BLVD (SR60 HOV LANE CHANGE TCM SUBSTITUTION PROJECT)	N/A	2010	Project implemented/active August 2007. Daily service provided Monday – Friday.

TABLE 54 SAN BERNARDINO COUNTY TCM REPORT

SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLE- TION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
COLTON	2002164	ON VALLEY BLVD. IN COLTON TO NORTH TO 10TH STREET CONNECT- ING TO ABANDONED RR CORRIDOR ON WEST SIDE OF COLTON AVE.- CONSTRUCT CLASS I BIKEWAY, LANDSCAPING AND LIGHTING	2003/2006	2006	Under construction. To be completed 2/08
FONTANA	200431	INLAND PACIFIC ELECTRIC TRAIL - ON OLD SP ABANDONED RR BETWEEN I-15 TO JUNIPER AVE.-CONSTRUCT CLASS 1 BIKE LANE (APPROX. 7 MILES LONG)	N/A	2006	Under construction.
OMNITRANS	20060607	CHAFFEY COLLEGE TRANSCENTER - CONSTRUCT TRANSFER FACILITY AT CHAFFEY COLLEGE	N/A	2009	Contract with Chaffey College underway. Construction is planned ahead of original schedule. Estimated completion is 5/09
OMNITRANS	981118	BUS SYSTEM - PASSENGER FACILITIES: DESIGN AND BUILDING OF ONTARIO TRANSCENTER	2005/2008	2009	City of Ontario is in the process of updating their redevelopment plan to be completed 1/08. Project has been on hold because of the plan needing to be in place before agree- ment with Omnitrans is reached. The design will have to be revisited after the plan update. The project is scheduled to be completed by summer of 2009
RANCHO CU- CAMONGA	20020201	PACIFIC ELECTRIC INLAND EMPIRE TRAIL - PHASE 1 - HAVEN AVENUE TO 1200' EAST OF ETIWANDA AVE(3.4 MILES) CONSTRUCT CLASS 1 BIKE TRAIL&ROW ACQ.ETIWANDA DEPOT	2004/2006	2007	Project under construction
RIALTO	200450	RIALTO METROLINK STATION - INCREASE PARKING SPACES FROM 225-775	2006	2009	On schedule.
SAN BERNAR- DINO, CITY OF	20020802	METROLINK ADD'L PARKING STRUCTURE - CONSTRUCT 5 LEVEL PARKING STRUCTURE TO SERVE EXISTING METROLINK STATION AT SANTA FE DEPOT LOCATION	N/A	2008	Start construction by 12/07-bids to go out for construction in Nov./Dec. 2007
SANBAG	200074	LUMP SUM - TRANSPORTATION ENHANCEMENT ACTIVITIES PROJECTS FOR SAN BERNARDINO COUNTY-BIKE/PED PROJECTS (PROJECTS CONSISTENT W/40CFR PART 93.126,127,128, EXEMPT TABLE 2 & 3).	2004	2004	Funds have been obligated. Some of these funds are for the Pacific Electric Trail that are included under separate line item detail of the TCM report
SANBAG	20040827	RIDESHARE PROGRAM FOR SOUTHCOAST AIR DISTRICT	N/A	2009	All project dollars obligated to date; project on-going

SAN BERNARDINO COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLE- TION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SANBAG	SBD031505	VARIOUS LOCATIONS - LUMP SUMS LTF, ARTICLE 3 BICYCLE/PEDES- TRIAN PROJECTS (PROJECTS ARE CONSISTENT WITH 40 CFR PART 93.126, 127, 128, EXEMPT TABLES 2 & 3)	2004	2009	The old money has been awarded and projects complete. \$4.2 million has been awarded to projects as of 4/07 to be com- pleted by 4/09
VARIOUS AGEN- CIES	20620	UPLAND TO SAN BERNARDINO FROM LA CO LINE TO RTE 215 - 8 LN FREEWAY INCLUDING 2 HOV LNS (6+2)-210 CORR. W/AUX LNS THRUOUT SEGS. 9-11(SEG.11 INCL CONNECTOR BETWEEN 210 & 215 (MORE)	2007/2009	2009	Segments 1-11 complete and freeway open. The 210/215 connector under construction
VARIOUS AGENCIES	713	I-215 CORRIDOR NORTH - IN SAN BERNARDINO, ON I-215 FROM RTE 10 TO RTE 210 - ADD 2 HOV & 2 MIXED FLOW LNS (1 IN EA. DIR.) AND OPERATIONAL IMP INCLUDING AUX LANES AND BRAIDED RAMP	2005/2010	2013	The project has been broken into segments for construction. The 5th St. bridge is cur- rently under construction and expected to be completed by summer of 2008. Seg. 3 had bid opening at the end of Sept. 07; Seg. 1& 2 are at 90% design completion. Seg. 5 at 85% design completion. Seg. 1,2,& 5 are expected to go out to bid for construction in 2009. (There is no seg. 4 - it was split into 2 & 5)

TABLE 55 VENTURA COUNTY TCM REPORT

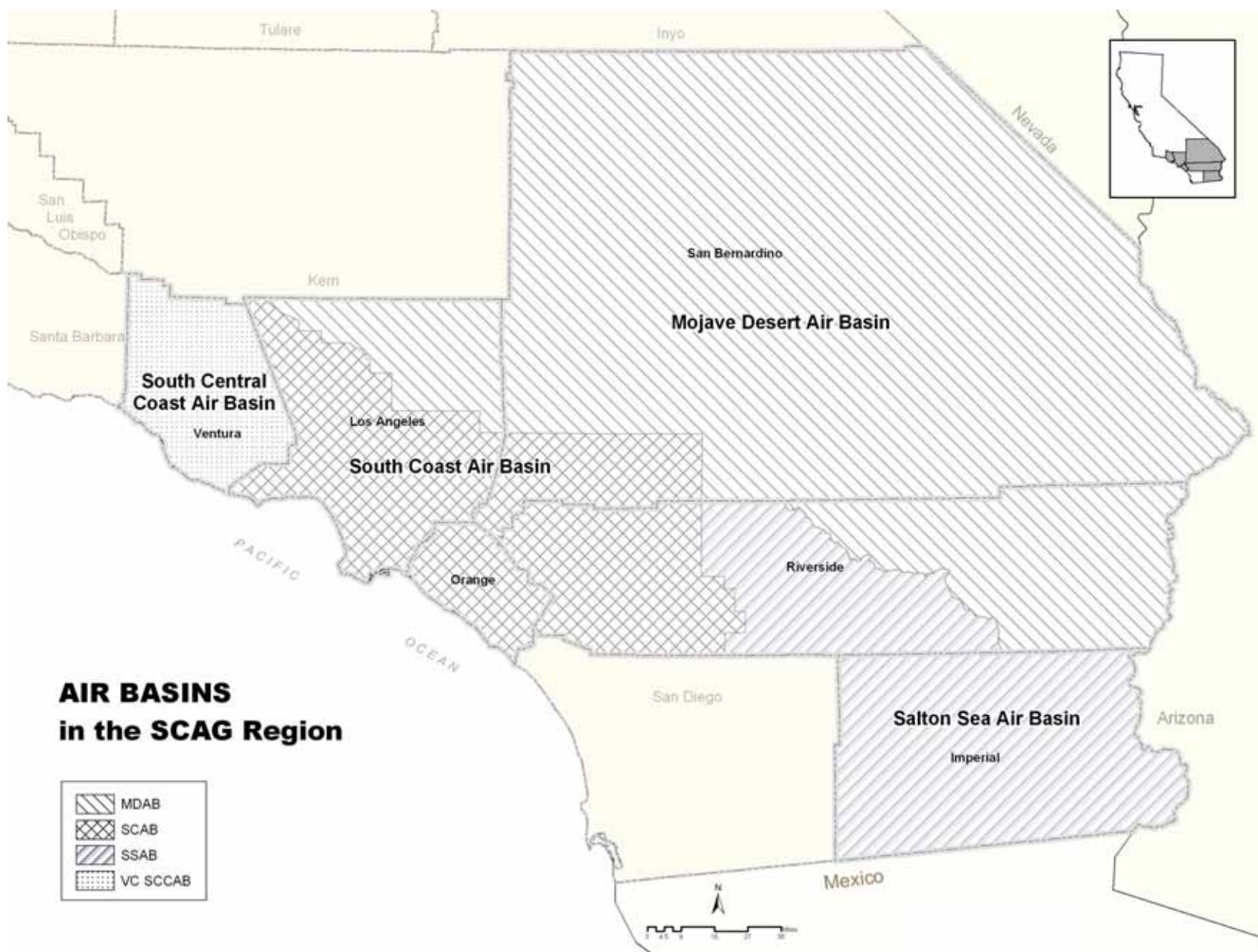
VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLE- TION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
CAMARILLO	VEN050403	CALLEGUAS BIKE PATH - CONSTRUCT CLASS I BIKE PATH FOR 0.7 MILES FROM ADOLFO ROAD TO THE ROUTE 101 FREEWAY, WITH CONNECTION TO NEW TRAIL AT VILLAGE AT THE PARK (PHASE II)	N/A	2009	The project is now in the construction bid phase, with the environmental clearance having been completed.
CAMARILLO	VEN990305	CONSTRUCT PONDEROSA EXTENSION FROM EARL JOSEPH TO VENTURA BL & VENTURA BLVD EXTENSION FROM PONDEROSA TO EAST OF CENTRAL AVE INCLUDING BIKE LANES	2003/2007	2012	This project has now been split. The Ventura Boulevard phase is in PS&E, while there is no activity on the Ponderosa phase (now VEN071104). The Ventura Boulevard extension remains on schedule for 2012. The Ponderosa Extension has been delayed on year to 2013.
FILLMORE	VEN051401	ROUTE 126 AND SANTA PAULA BRANCH RAILROAD AT POLE CREEK - CLASS I BIKE PATH UNDERCROSSING 0.2 MILES IN LENGTH	N/A	2009	Remains on schedule for completion in 2009.
OJAI	VEN010203	OJAI VALLEY BIKE TRAIL EXTENSION/FULTON ST EXTENSION	2002/2004	2007	Project remains in Environmental Phase due to continuing unanticipated Caltrans environmental analysis requirements. The City continues to move forward with requested environmental work. Completion date is delayed one year to 2008.
OJAI	VEN54164	BICYCLE & PEDESTRIAN TRAIL EXTENSION: FOX CYN BARRANCA FROM RT 150 TO OJAI VALLEY TRAIL	2003/2006	2007	Due to staff turnover, the City was unable to complete the design on schedule, with completion delayed 2 years to 2009. The City is hiring new engineering staff and will proceed with the design shortly.
OXNARD	VEN990317	OXNARD BLVD 5TH/VINEYARD & ON 5TH ST (RT 34) OXNARD BLVD/ROSE AVE CONSTRUCT NEW BICYCLE & PEDESTRIAN FACILITIES	2003/2008	2008	Project in ROW Phase, with a completed environmental document. There have been additional unanticipated right-of-way issues, which are being resolved. Completion is now projected for 2009.
SAN BUENAVENTURA	VEN031229	ROUTE 126 BIKE PATH - PHASE II BIKE PATH (CLASS I) CROSSING THE HARMON BARRANCA	N/A	2007	The project is still in environmental phase. The City has faced significant environmental clearance difficulties due to the project spanning a waterway. Completion is now scheduled for 2009.

VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SAN BUENAVENTURA	VEN990319	CALIFORNIA ST BRIDGE OVER RT 101 PEDESTRIAN ENHANCEMENTS	2004/2005	2007	Project in PS&E phase, with a completed environmental document. The City has decided to delay the project to allow for completion of a Downtown Specific Plan with which the project will complement. Completion has been delayed 3 years to 2010. .
SANTA PAULA	VEN54168	FACILITY INCL BIKEWAY/WALKWAY FROM SANTA PAULA CREEK TO PECK RD FENCING, LANDSCAPING, BRIDGE & DRAINAGE, PUBLIC ACCESS POINTS/ SAFETY ITEMS	2003/2007	2007	Project is in Bid/Advertise Phase. The design came in with significantly higher than anticipated cost, and the project was delayed to allow identification of additional funding resources, which has now been done. Completion date is delayed one year to 2008.
SIMI VALLEY	VEN051201	WEST LOS ANGELES AVENUE FROM WEST CITY LIMIT TO EASY STREET CLASS II BIKE LANES	N/A	2010	Project remains on schedule for completion in 2010.
SIMI VALLEY	VEN54051	IN SIMI VALLEY ARROYO SIMI BIKE TRAIL FROM END OF EXISTING TRAIL TO CORRIGANVILLE PARK. CONSTRUCT BIKE PATH AND LANES	2003/2005	2007	Project in PS&E Phase. The project was further delayed awaiting completion of the flood control project. That other project is now completed, and the PS&E are being prepared for resubmission to Caltrans. Completion was delayed one year to 2008.
THOUSAND OAKS	VEN011209	CONSTRUCT BIKEWAY ADJACENT TO RT 101 (SOUTH SIDE) FROM RANCHO RD TO WILLOW LN (TEA21 #221)	2002/2007	2008	The project is in PA&ED Phase, and remains on schedule for completion in 2008.
THOUSAND OAKS	VEN031212	EXPAND TRAFFIC SIGNAL COORDINATION SYSTEM	N/A	2007	The project design is nearly complete, having been delayed by a slower than anticipated review process. The completion has been delayed one year to 2008.
THOUSAND OAKS	VEN054605	CONEJO CREEK PARK BIKE PATH - CLASS I BIKE PATH FOR 0.5 MILES IN CONEJO CREEK PARK FROM ROUTE 23 TO JANSS ROAD	N/A	2009	This project is now in preliminary design (PA&ED) Phase, and remains on schedule for 2009 completion.
THOUSAND OAKS	VEN056407	HILLCREST DRIVE FROM TELLER ROAD TO CONEJO BLVD - CLASS II BIKE LANES	N/A	2009	This project is now in preliminary design (PA&ED) Phase, and remains on schedule for 2009 completion. .
VENTURA COUNTY	VEN070101	PHASE 2 - SANTA PAULA BRANCH ROW - PIRU CREEK TO RTE 126, CONSTRUCT CLASS I BIKE PATH AND PEDESTRIAN PATH WITH GRADING ON ENTIRE ROW (SPLIT FROM VEN990310)	N/A	2007	This project has an approved environmental document, and is under construction, and remains on schedule for completion in 2007.

VENTURA COUNTY TCMS SUBJECT TO TIMELY IMPLEMENTATION					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTP/ RTIP COMPLE- TION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
VENTURA COUNTY	VEN990310	1000' E. OF RTE 126/CTR ST/RANCHO CAMULOS CONSTRUCT CLASS I BIKE PATH & PIRU CRK BRIDGE (PHASE I & III) PED PATH, FENCENG RE-LAY TRK, INSTALL PLATFRM @ RANCHO CAMULOS (VEN070101)	2003/2006	2008	Phase I of the project was completed in 2006. Phase III is in ROW phase, and has been delayed due to ROW acquisition issues. All phases have an approved environmental document. Phase III completion date delayed two years to 2010.
VCTC	VEN93017	REGIONAL RIDESHARE PROGRAM	N/A	2010	Project is fully operational and on-going.
SAN BUENAVENTURA	VEN061007	MILLS ROAD AT MAPLE ADJACENT TO PACIFIC VIEW MALL - BUS TURNOUTS WITH BUS SHELTERS, AND OTHER BUS STOP AMENITIES	N/A	2008	The project has an approved environmental document, is in right-of-way phase and remains on schedule for 2008 completion.
SIMI VALLEY	VEN031202	SIMI VALLEY TRANSIT EXPANSION TO SERVE NEW MALL - DEMONSTRATION PROJECT	N/A	2008	Demonstration service continues in operation, and is scheduled for completion in 2008.
SIMI VALLEY	VEN031203	ONE (1) CNG PARATRANSIT VAN FOR EXPANSION	N/A	2007	Project is delayed due to insufficient demand. It is anticipated that this project will be completed in 2010.
SIMI VALLEY	VEN055401	EXPAND TRANSIT MAINTENANCE FACILITY TO ACCOMMODATE SYSTEM EXPANSION	N/A	2008	This project is in PS&E and is on schedule for completion in 2008.
SIMI VALLEY	VEN055408	AUTOMATIC VEHICLE LOCATION AND DATA TERMINALS	N/A	2008	This project has been deleted because it duplicates VEN020402. That project has an approved environmental document, is in the construction phase and on schedule for 2008 completion.
SIMI VALLEY	VEN055410	ONE EXPANSION PARATRANSIT VAN	N/A	2008	Project is delayed due to insufficient demand. It is anticipated that this project will be completed in 2009.
SIMI VALLEY	VEN055413	ONE EXPANSION PARATRANSIT VAN	N/A	2009	Project is delayed due to insufficient demand. It is anticipated that this project will be completed in 2011.
SOUTH COAST AREA TRANSIT	VEN057403	DOWNTOWN VENTURA / VENTURA HARBOR DEMONSTRATION SERVICE (3-YEAR DEMONSTRATION)	N/A	2008	This service began operation on 1/24/06 and continues to operate, with completion scheduled for 2008.
VCTC	VEN070204	SMARTCARD UPGRADE	N/A	2008	This project has not yet begun activity, and has been delayed due to technical difficulties with the prior project to upgrade the smartcard reports. Completion has been delayed on year to 2009.

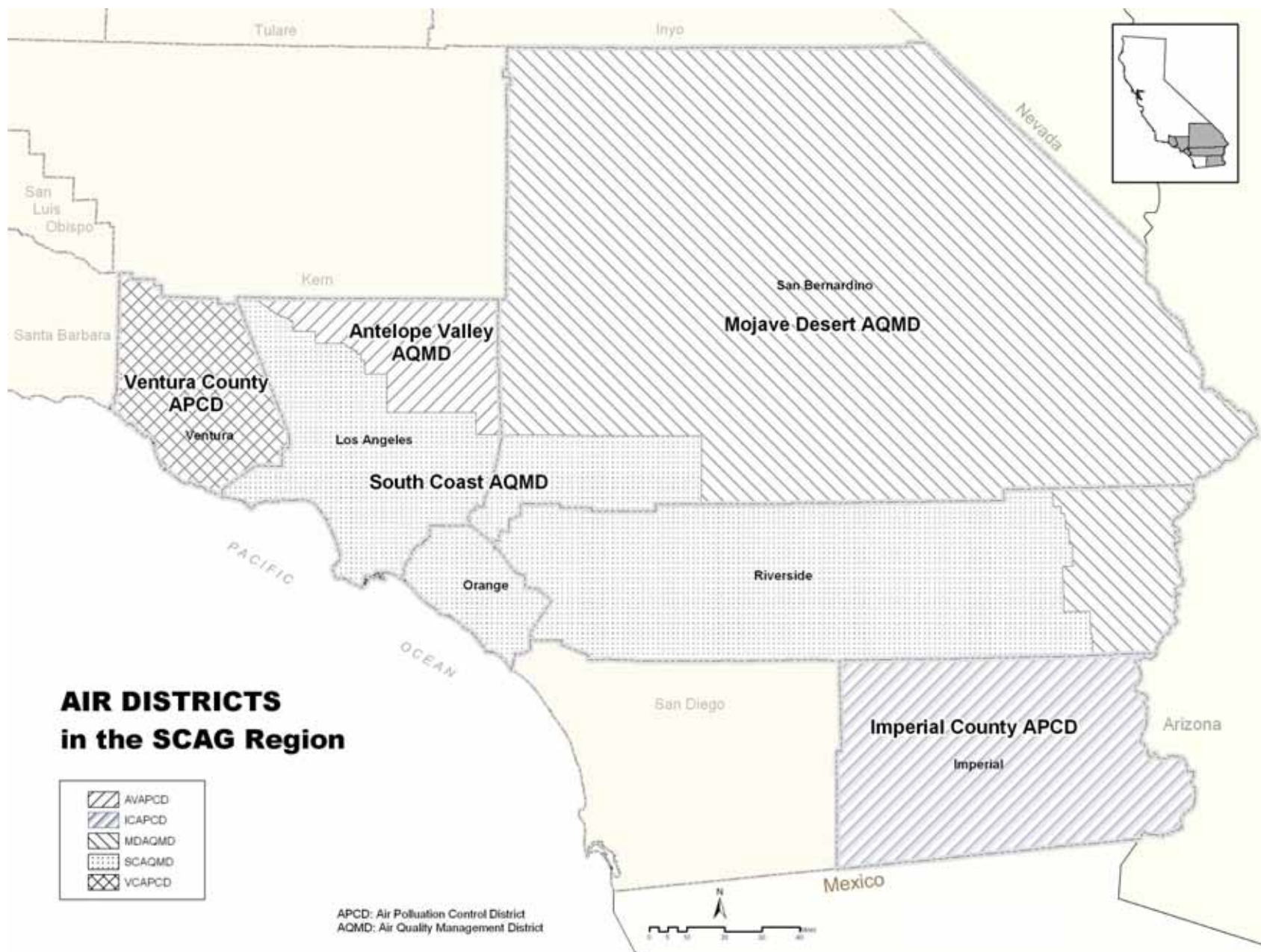
VENTURA COUNTY COMPLETED/CORRECTED PROJECTS					
AGENCY	PROJECT ID	PROJECT DESCRIPTION	2004 RTIP COMPLETION DATE	2006 RTIP COMPLETION DATE	PROJECT STATUS
SANTA PAULA	VEN031215	GREEN ALLEY AND ADJACENT PARKING LOT PEDESTRIAN IMPROVEMENTS	N/A	2006	This project was completed on schedule. .
VENTURA COUNTY	VEN031220	SANTA CLARA AVENUE CLASS II BIKE LANES FROM FRIEDRICH TO CENTRAL (1.6 MILES)	N/A	2007	This project was completed on schedule.
VENTURA COUNTY	VEN990306	CAWELTI ROAD LAS POSAS ROAD / LEWIS ROAD ADD BIKE LANES	N/A	2006	This project was completed on schedule..

EXHIBIT 1 AIR BASINS



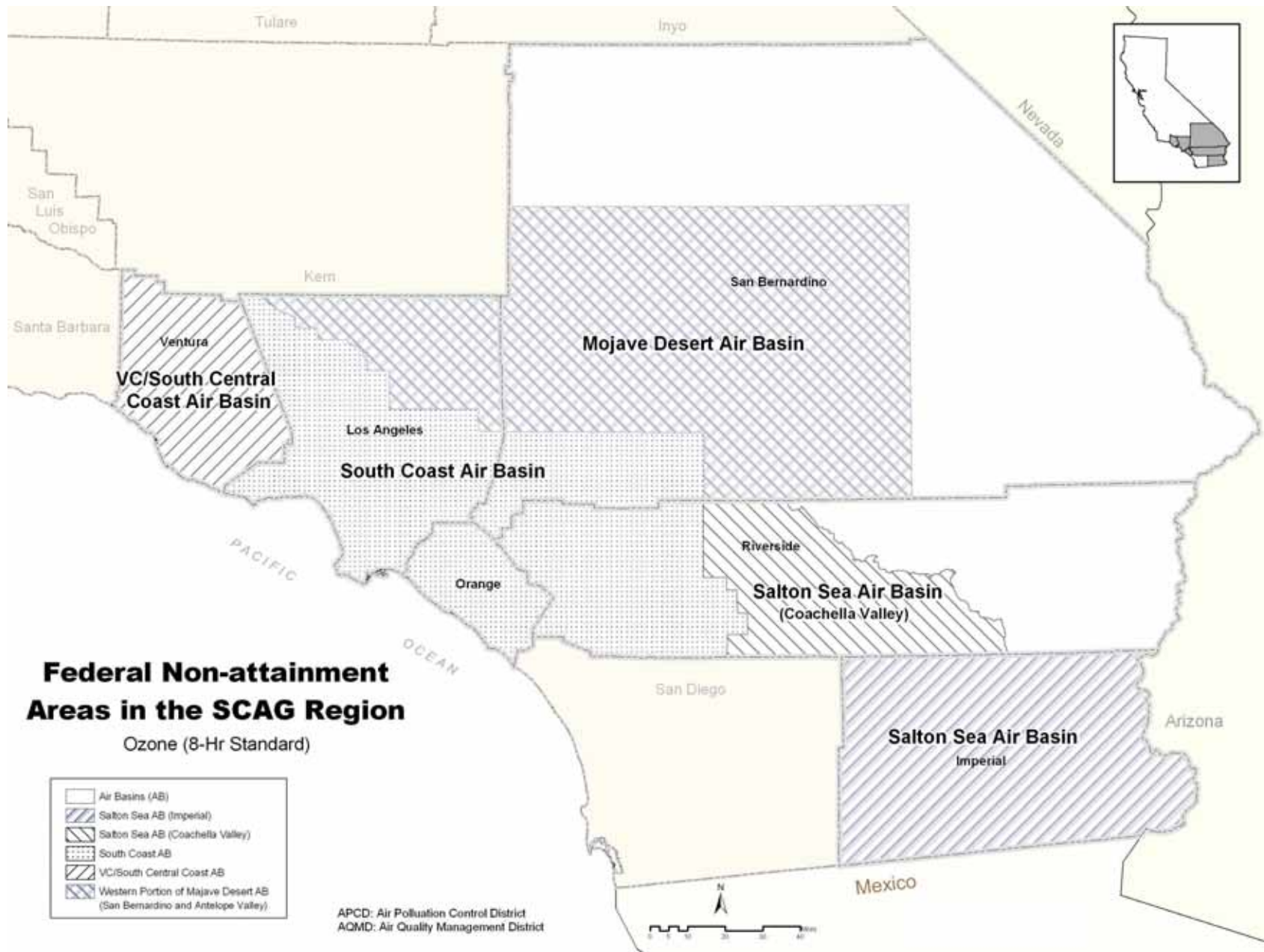
Source: Southern California Association of Governments

EXHIBIT 2 AIR DISTRICTS



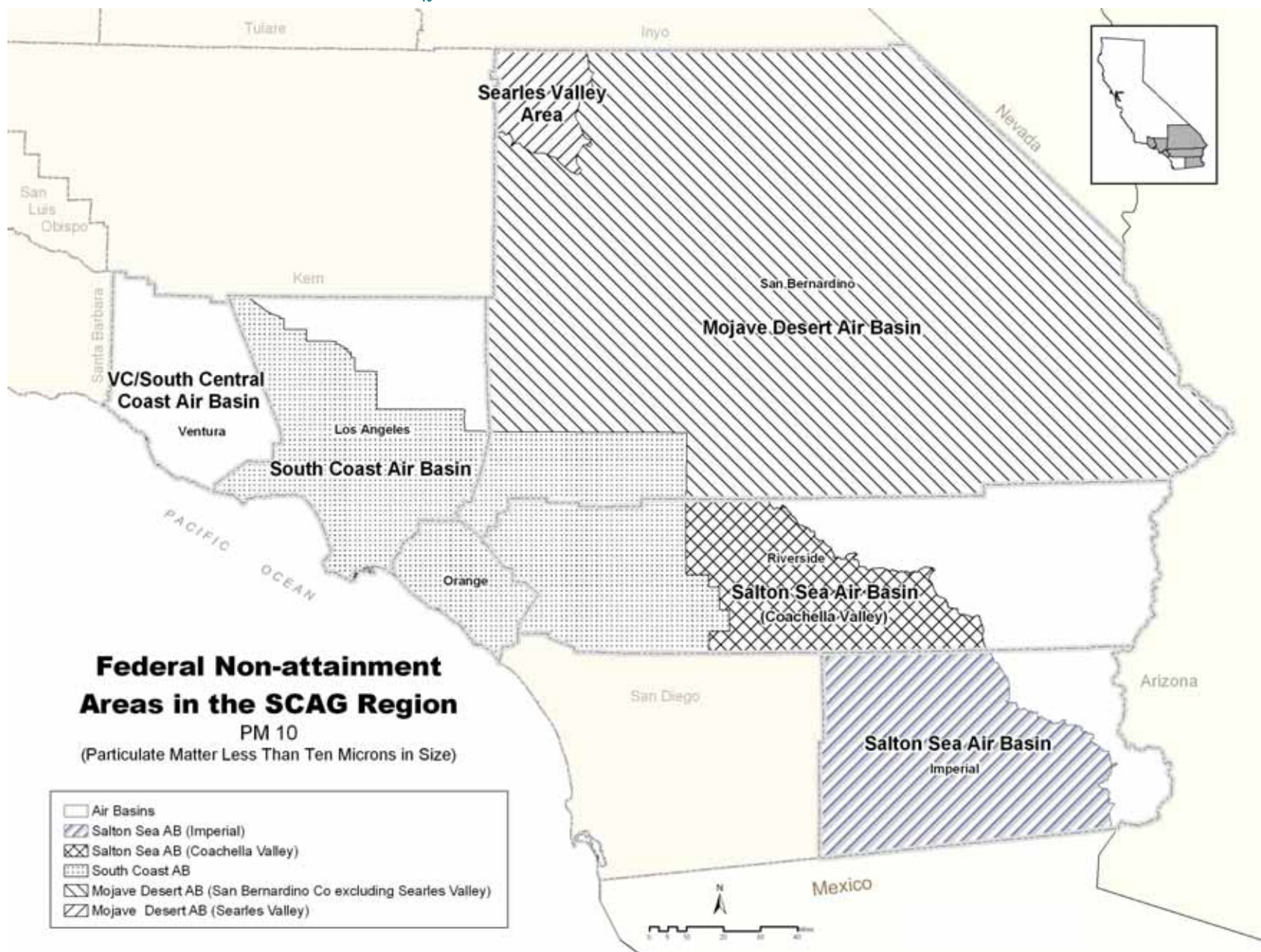
Source: Southern California Association of Governments

EXHIBIT 3 FEDERAL NON-ATTAINMENT AREAS - OZONE



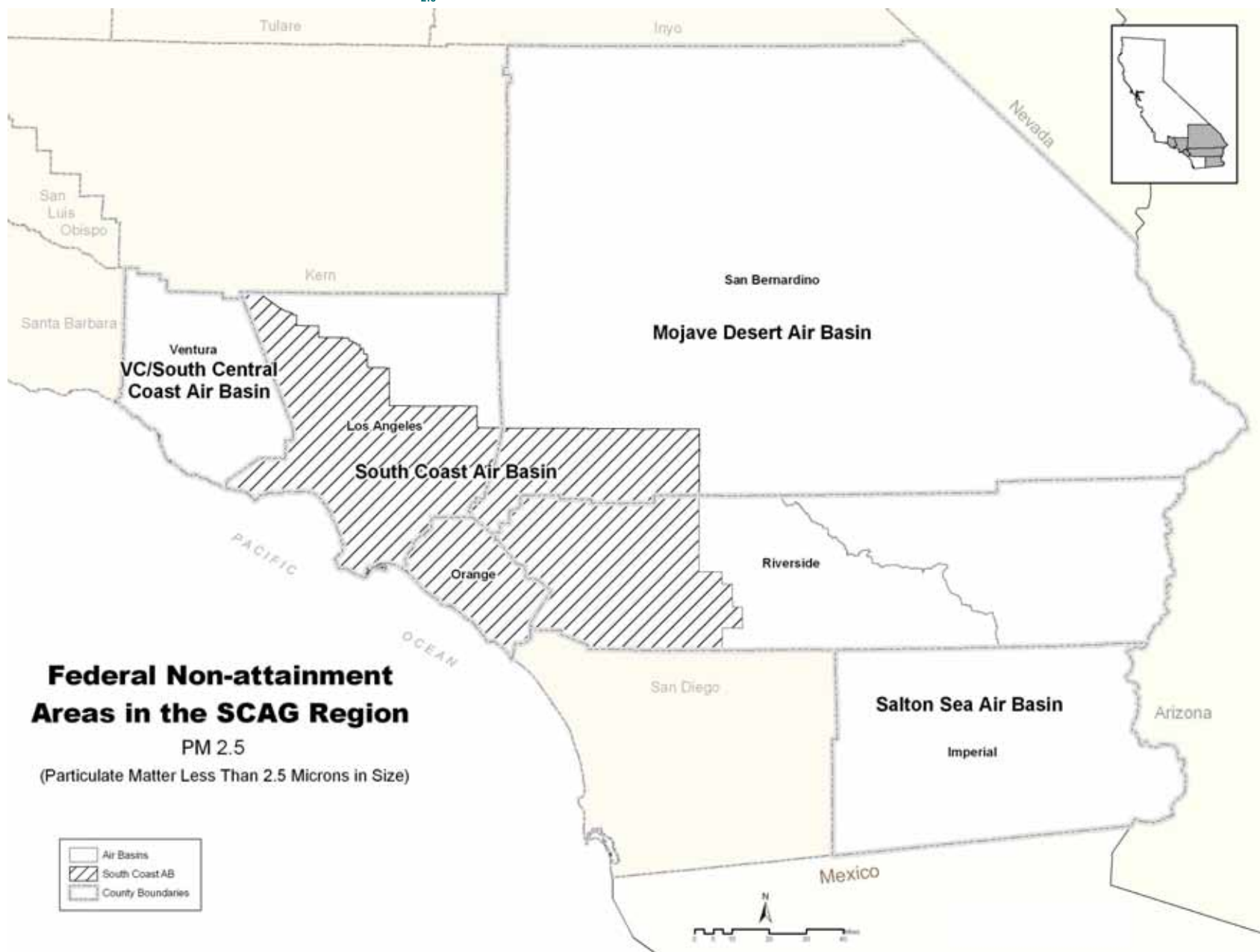
Source: Southern California Association of Governments

EXHIBIT 4 FEDERAL NON-ATTAINMENT AREAS - PM₁₀



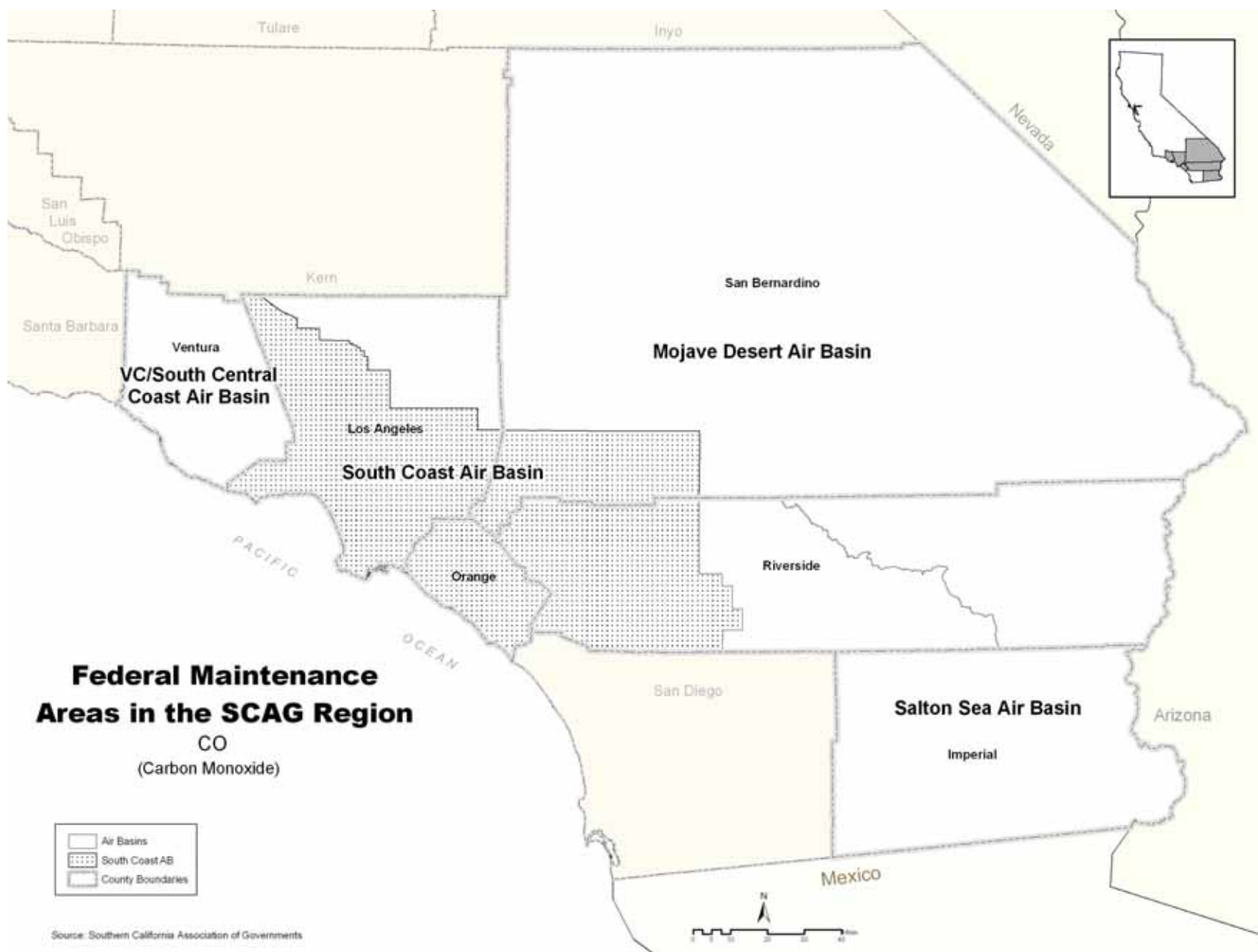
Source: Southern California Association of Governments

EXHIBIT 5 FEDERAL NON-ATTAINMENT AREAS - PM_{2.5}



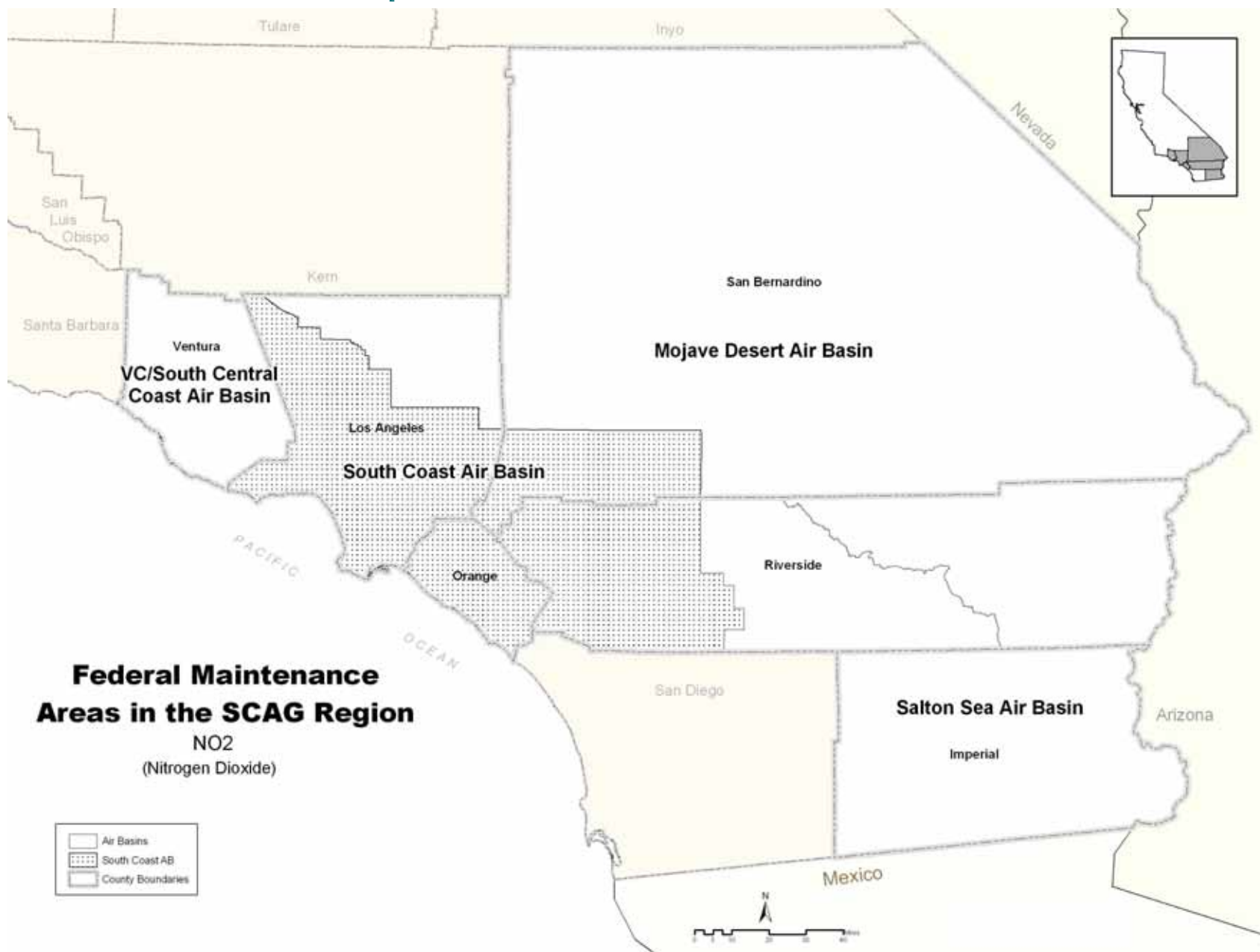
Source: Southern California Association of Governments

EXHIBIT 6 FEDERAL MAINTENANCE AREAS - CO



Source: Southern California Association of Governments

EXHIBIT 7 FEDERAL MAINTENANCE AREAS - NO₂



Source: Southern California Association of Governments

